

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

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SATURDAY, JULY 28, 1906.

六拜禮

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SINGLE COPY, 10. CENTS.

1906

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Starting Reserve.....\$10,000,000 \$19,500,000  
Silver Reserve.....\$9,500,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. Hunter, Esq., Chairman.

G. H. Medhurst, Esq., Deputy Chairman.

E. Goetz, Esq. R. Shawan, Esq.

Hon. Mr. W. J. Greson N. A. Siebs, Esq.

C. R. Lennox, Esq. H. A. W. Slade, Esq.

D. M. Nissim, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

ACTING CHIEF MANAGER:

Hongkong—H. E. R. Hunter.

ACTING MANAGER:

Shanghai—W. Adams Oram.

LONDON BANKERS—LONDON AND LONDON BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent per annum.

For 5 months, 5 per cent per annum.

For 12 months, 4 per cent per annum.

H. E. R. Hunter,

Acting Chief Manager,

Hongkong, 6th June, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. Hunter,

Acting Chief Manager,

Hongkong, 30th May, 1902. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, \$500,000.

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handel-Gesellschaft

Bank fuer Handel und Industrie

Robert Warthafer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Söhne

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Köln.

Bayerische Hypotheken und Wechselbank, München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO STEUR,

Manager.

Hongkong, 26th May, 1906. [24]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000).

RESERVE FUND FL. 5,000,000 (\$47,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pekalongan, Paseroean, Tjilatjap, Padang, Medan (Del), Palembang, Kotabaru (Acheen), Telok-Semawe (Acheen), Bandjermasie.

Correspondents: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Colombo, Saigon, Haiphong, Hanoi, Anoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,

Agent.

Hongkong, 28th February, 1906. [25]

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements including PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street,

Hongkong, 1st June, 1906. [26]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 21,000,000  
CAPITAL UNCANCELLED....." 3,000,000  
RESERVE FUND....." 10,300,000  
SPECIAL RESERVE FUND....." 1,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.  
NAGASAKI. SHANGHAI.  
LYONS. NEWCHWANG.  
SAN FRANCISCO. MUKDEN.  
LUMBOY. PORT ARTHUR.  
TIENSIN. CHEFOU.  
PEKING. DALNY.  
KOBE. TIE-LING.  
LONDON. OSAKA.  
NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARKS' BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:

In Current Account at the rate of 2 per cent per annum on the Daily Balance.

On Fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

TAKEO TAKAMICHI,  
Manager. [19]

Hongkong, 14th May, 1906.

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$1,800,000

RESERVE LIABILITY OF SHARE-HOLDERS.....\$100,000

RESERVE FUND.....\$1,755,000

INTEREST ALLOWED OR CURRENT ACCOUNT at the Rate of 2 per cent per annum on the Daily Balances.

For 12 months 4 per cent per annum.

" " 6 " 3 "

" " 3 " 2 "

T. P. COCHRANE,  
Manager. [20]

Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORIZED.....GOLD \$10,000,000

CAPITAL PAID UP.....GOLD \$ 3,250,000

RESERVE FUND.....GOLD \$ 3,250,000

HEAD OFFICE:  
NEW YORK.

LONDON OFFICE:  
THREADNEEDELL HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent per annum.

" " 6 " 3 "

" " 3 " 2 "

H. VINCKNEY,  
Manager. [20]

No. 9, Queen's Road Central.  
Hongkong, 19th September, 1905. [20]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.

7.30 a.m. to 8.00 a.m. ...Every 10 minutes.

8.00 a.m. to 8.30 a.m. ...Every 15 minutes.

8.30 a.m. to 9.00 a.m. ...Every 15 minutes.

9.00 a.m. to 11.00 a.m. ...Every 15 minutes.

11.30 a.m. to 12.45 p.m. ...Every 15 minutes.

12.45 p.m. to 1.15 p.m. ...Every 15 minutes.

1.15 p.m. to 2.15 p.m. ...Every 15 minutes.

2.15 p.m. to 3.00 p.m. ...Every 15 minutes.

3.30 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

8.45 p.m. and 9.00 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO & STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,118 "	W. A. Valentine.
"FATSHAN,"	2,266 "	R. D. Thomas.
"HANKOW,"	3,073 "	G. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturday a second departure, about 7 P.M. On Sundays about 3 P.M. (See special Express.)

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW-LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	509 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Manning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Dowling and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 5.30 A.M.

Fares.—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak-Hing, Single \$12.50. Return \$21.00.

Canton to Samshui, Single \$7.50.

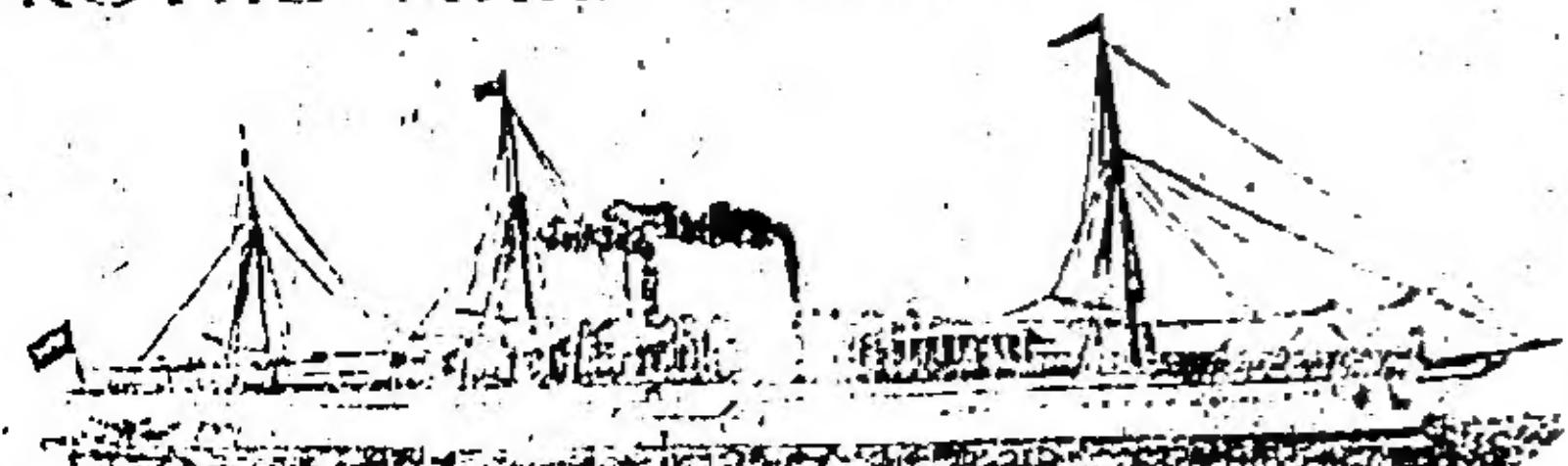
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE-HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA,"	6,000	WEDNESDAY, August 1	...August 22
"TARTAR,"	4,425	WEDNESDAY, August 8	September 1
"EMPERESS OF INDIA,"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN,"	4,440	WEDNESDAY, September 5	September 29
"EMPERESS OF JAPAN,"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE,"	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN) KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$100. via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to I. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier. Hongkong, 23rd July, 1906.

HONGKONG-MACAO LINE.

## STEAM TO CANTON.

S.S. "WING CHAI," Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M. and returns from Macao at 2.30 P.M., on Week Days.

Fares.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.

1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906.

[17]

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SURZ, PORT SAID, MAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

## STEAMERS.

## SAILING DATES.

BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUFTPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship BAYERN, Captain Formes with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Spots will be received on Board until 5 P.M. on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. o. o.	\$42. o. o.	\$22. o. o.
Return	91. o. o.	63. o. 6.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	56. o. o.	36. o. o.

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA or GIBRALTAR	61. o. o.	44. o. o.	26. o. o.
Return	113. o. o.	79. o. o.	47. o. o.

VIA BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERUPTION of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH

**Intimation.**

**W.M. POWELL,  
LTD.,  
GENERAL  
FURNISHERS,  
HONGKONG.**

**SOLE AGENTS**

for  
Hongkong, China,  
and Japan.

**ADDISON'S  
PATENT  
PORTABLE  
SANITARY  
COMMODE**

Hermetically Sealed.  
Specially adapted  
for hot climates.

The ACME of  
**CLEANLINESS.**  
Stocked in  
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Tail.  
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Tail.  
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Tail.  
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Tail, very serviceable and acid resisting.  
Price \$14.50.

**Wm. POWELL, Ltd.,  
Alexandra Buildings,  
HONGKONG.**

Hongkong, 13th July, 1906.

**Intimations.**

**K. A. J. CHOTIERMALL & CO.,  
8, D'AGUILAR STREET.**  
NEWLY OPENED SILK STORE.

**Indian, Chinese and  
Japanese Silk Goods.**

**Just Arrived.**

**SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.**  
**GENTLEMEN'S SILK UMBRELLAS.**  
**SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.**  
**SANDALWOOD BOXES (INLAID).**  
**HANDKERCHIEF BOXES, GLOVE  
BOXES.**  
**MONEY BOXES, &c.**  
**LINEN HANDKERCHIEFS, JAVA  
SERONGS.**  
**MANDARIN COATS, COTTON  
SHIRTS.**  
**SILK LACE SCARFS AND SHAWLS.**

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

**HONGKONG HIGH-LEVEL TRAMWAYS  
COMPANY, LIMITED.**

**NOTICE** is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vœux Road Central, Victoria, Hongkong, on TUESDAY, the 23rd day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong, in its Original Jurisdiction, Action No. 371 of 1905, will be submitted for confirmation Special Resolutions:

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part, and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1865; to enter into an Agreement with the said "Peak Tramways Comp'y, Limited," in the terms of the said I. & A. and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.  
JOHN D. HUMPHREYS & SON,  
General Managers. [718]

**THE HONGKONG, CANTON AND  
MACAO STEAMBOAT COMPANY,  
LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Acting Secretary.  
Hongkong, 19th July, 1906. [749]

**HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 26th July, 1906. [770]

**HONGKONG ICE COMPANY, LIMITED.**

**NOTICE.**

In accordance with the Provisions of No. 104 of the Articles of Association on the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 19th July, 1906. [752]

**Auction.****PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

MONDAY, the 30th July, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

**SUNDAY HOUSEHOLD FURNITURE,** Comprising—

**DOUBLE IRON BEDSTEADS and  
BEDDING, TEAKWOOD EXTENSION  
DINING TABLES and CHAIRS, OVER-  
MANTELS, BOOK-CASES, CHEST-OF-  
DRAWERS, MIRRORS, DOUBLE TEAK-  
WOOD WARDROBES with GLASS, CAR-  
PETS, PICTURES, SHANGHAI BATHS,**

&c., &c., &c., &c., &c.,

**ALSO** A number of LAW BOOKS, One CASH REGISTER, One TYPEWRITER, Two THREADLE SEWING MACHINES, One GRAND PIANO by Collard & Collard, London, One COTTAGE PIANO by John Broadwood & Sons, London, One Large IRON SAFE (German make),

AND  
100,000 EGYPTIAN and INDIAN  
CIGARETTES.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 26th July, 1906. [771]

**GIFTS OF ROSES.**

I have you roses redder than sweet wine  
And sweeter scented than the lily field,  
And, in these hidden, all that love of mine  
I needs must yield.

I have you roses on our wedding-day,  
Pink-white and shy, as fragrant hopes  
new-born,  
Upon your heart, all tremulous, they lay  
That wedding morn.

I give you roses whiter than the snow,  
I lay them on your sleeping breast, and pray  
That they may whisper and that you may know  
I love always.

—*Pall Mall Gazette.*

**THE SHANGHAI BUNDE.**

As our readers are aware, there was an unaccountable but persistent rumour in town all day on Wednesday, writes the *Shanghai Times* of 21st inst., to the effect that the well-known coasting steamer *Kingsley* had come to grief on a floating mine in the Gulf of Pechili. The report has since, happily, been dispelled of, and shown to have been entirely baseless, but the circulation of such a story,—invested as it was, in the clubs and hotels and all, the places where tales of the kind are usually narrated, with an air of authenticity which almost put the matter beyond the possibility of doubt,—is apt to set the reflective man speculating about the genesis and proprie of that extraordinary species of lie, of which the story in question is, after all, a comparatively mild specimen, and which by its frequent occurrence here has given these Settlements a most unenviable distinction,—the Shanghai Bunder.

It may, perhaps, be that because the conditions under which foreigners reside here are so peculiar as to make it possible for almost anything to happen, the inhabitants of these Settlements are perpetually on the alert for the occurrence of something startling,—a state of mind which may render them rather too prone to anticipate the event by putting premature lies into circulation about anything which occurs to them as likely, or possible, or proper to happen; but from whatever cause arising, the fact remains that in the course of a morning's walk along the Bund a person with a moderately wide acquaintance, may hear more reports and rumours, which turn out subsequently to have no foundation in fact whatever, than in a day's journey in any other place in the world.

So notorious have these Settlements of ours become for fabrications of the nature, and so distinctive is the character of the untruth which has its origin in Shanghai, that it has come to be called the Bunder,—the Shanghai Bunder. Every phase of our life here is liable to produce it. Sometimes the crop is small and infrequent; in other seasons it is abundant and of such rapid recurrence that it becomes bewildering and fatiguing to keep tally of the harvest, as it is gathered and distributed, at such times the only quality which saves the Bunder from becoming an insatiable nuisance and thong of unqualified evil is its amazing variety. The victim of deception is just on the point of becoming tired of hearing the changes rung on one particular Bunder, when a fresh one, on quite a different subject, presents itself to his attention, and the mental exercise of tracing it through its complicated ramifications becomes as stimulating as one of Sotis's marches. The Bunder, however, is not often productive of mischief, for the experienced resident recognises its true character directly he hears it; it is but seldom that it concerns itself with so grave a subject as the safety of a valuable steamer, and the precious lives and costly cargo, on board; and we may reasonably hope that it will be a long time ere an untruth like that of last Wednesday again becomes current in the Settlements.

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**FATHER VAUGHAN, S.J.**

The following vivid pen-portrait of Father Bernard Vaughan appeared some years ago in *The Morning Leader*, and was afterwards printed in "The Man in the Pulpit," the collection of studies of famous preachers by Mr. James Douglas, which attracted much attention when they were published by Melbourn in 1925. His face recalls Verestchagin's Napoleon. It is alive with sharp edges and keen curves. Slier into the black biretta rises the high, straight forehead, cleft down the centre with a vertical furrow. The alert eyebrows clutch the corners of the trenchant temples. The fiercely ardent eyes shoot arrows of attention at the people. The passionately moulded nose, with its eagerly dilated nostrils, cuts the air like a plunging prow. The ascetic lips are strenuously mobile, swiftly responding to all the nuances of emotion. The jaw and chin are squarely set, and the small, sensitive ear, delicately poised on the symmetrical head. Such is the man to whom the Holy Father gave his own well-worn rosary as a spiritual Victoria Cross for spiritual valor.

The sermon is simple, sensuous, passionate. Glowing eloquence poured hot from the heart. No notes, no manuscript. Well-built willful. A noble edifice of emotion harmoniously balanced and richly decorated with spontaneous phrase. No pulpit pedantry. Lyrically free from the disease of thought. The passionately moulded nose, with its eagerly dilated nostrils, cuts the air like a plunging prow. The ascetic lips are strenuously mobile, swiftly responding to all the nuances of emotion. The jaw and chin are squarely set, and the small, sensitive ear, delicately poised on the symmetrical head. Such is the man to whom the Holy Father gave his own well-worn rosary as a spiritual Victoria Cross for spiritual valor.

It is worthy the attention of those who require such a remedy as Verestchagin's.

**Intimations.****FOUNDED IN HONOUR.**

No doubt you have seen in the papers such announcements, as this—concerning some medicine or other—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in this way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skilfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

**WAMPOLE'S PREPARATION**

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamt out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is effective from the first dose. In Anæmia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt-Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

**NOTICE.**

MRS. OLIVER, of the New Travellers Hotel, begs to notify the public that Mrs. KINGDOM is no longer in her employ since the 20th instant.

Hongkong, 27th July, 1906. [733]

**A BROKEN-DOWN SYSTEM.**

This is a system of treatment which includes many names, one few of them really understood. It implies weakness—a break-down, as we call it, due to the want of the system. Not matter what the cause of the break-down, it is symptoms attend the same: the more pronounced being sleeplessness, nervousness, weariness, depression of spirits and want of appetite. It is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently healed by this system. It is destined to cast into oblivion everything that has preceded it for this deplorable and numerous law of human ailments.

**Therapion No. 3** (that is another name for the same). So say as it is taken in accordance with the printed directions accompanying it, will the shattered health restored.

**THE EXPIRING LAMP OF LIFE.**

**LIGHTED AFRESH.** A sold by the makers of Therapion No. 3, and is a new edition improved in all that is good and useful. This wonderful restorative is purely vegetable and innocuous, agreeable to the taste, and easily digestible. It is a great restorative, and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently healed by this system.

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**S.S. "LAISANG" GENERAL AVERAGE.** ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. ON FIRE 29th November, 1905, between SINGAPORE and HONGKONG.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.

Hongkong, 16th July, 1906. [735]

**Intimations.****A. CHAZALON & CO.****JUST UNPACKED.****A NCHOVY IN OIL (Boneless).****SARDINES (Boneless).****Do. AU CITRON.****FISH PASTE FOR SANDWICH.****PUREE DE FOIE GRAS. Do.****AND****Other Pic-nic size tins of PRESERVES.****F**

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## S H E R R Y.

B. SUPERIOR PALE DRY	Dinner Wine, Green Seal Capsule	12.00
O. MANZANILLA, PALE NATURAL SHERRY	White Capsule	13.50
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY	Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY	Choice Old Wine, White Seal Capsule	18.00
E. EXTRA SUPERIOR OLD PALE DRY	Very Finest Quality (old bottled), Black Seal Capsule	27.00
B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.		

ALL ARE SUPERIOR XERES WINES.

## COGNAC BRANDY.

A. OLD PALE	\$20.00
B. SUPERIOR VERY OLD COGNAC	27.00
C. VERY OLD LIQUEUR COGNAC	33.00
D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC	40.00
D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.	

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS,  
Hongkong, 25th July, 1906.

## NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed in The Editor, 1, Lee Hoey Road, and addressed to him by the writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 28, 1906.

## EVENING CLASSES FOR HONGKONG.

Nearly twelve months ago, we commented on the action of the educational authorities in Shanghai in establishing evening continuation classes for the benefit of those who desired to increase their knowledge of literary and technical subjects. We had the temerity to suggest that the Government of Hongkong might be induced to follow the example of the northern Settlement, in order that the intelligent and studious youth of the Colony, who had been compelled to relinquish their day studies, might have an opportunity of extending their elementary education by attending evening classes. As a rule, to suggest innovations of such a character is to cry in the wilderness; but fortunately Hongkong is blessed with a Governor at present who is keenly alive to the advantages of education and loses no occasion to point out its potentialities. For many months His Excellency Sir Matthew Nathan has had the idea in mind, and when the school prize distributions were in flood in the early part of the year he seldom failed to refer to the proposed inauguration of evening continuation classes to be held under the auspices of the Government. The result of His Excellency's initiative and energy is now seen in the prospectus published in this week's *Gazette*. The evening continuation classes will begin on Wednesday, 3rd October, and the subjects which will be taught should appeal to a wide section of the younger generation. There will be three courses: commercial, engineering, and science, and the classes and subjects to be taught are graded to meet the requirements of the learner as well as the advanced students. From a glance at the proposed work of the classes, it is clear that if the student diligently pursues his studies he is bound at the end of three sessions to have acquired a useful knowledge of the subjects for which he has entered. The commercial section which will doubtless be largely attended by those who intend to follow a clerical career, or are already engaged in city offices, is admirably framed for the needs of those whose education is imperfect in the essentials. The industrious pupil has the choice of attending classes in shorthand, book-keeping, commercial geography, commercial arithmetic, modern languages (French, German, Japanese and advanced English), and letter-writing. There are many in Hongkong besides those who are compelled to work for a living who would derive immense benefits from a course of instruction in two or more of these subjects. Shorthand is put in the forefront, but shorthand scarcely deserves that prominence. In the United Kingdom hundreds annually attend the opening classes in phonography and sedulously commit outlines to their memories, but the drudgery of learning shorthand quickly palls and the students drop off until only half a dozen enthusiasts are left at the end of the session to claim the reward of their diligence. No applicant should be received as a pupil in the shorthand class unless he is thoroughly grounded in English, and we might go farther and say that no pupil should be admitted in the class until he has passed a fair examination in advanced English. Shorthand is merely an auxiliary, not an essential. It is amusing to hear people bewail the fact that they did not learn shorthand in their youth when every sentence they utter is punctuated with solecisms and marked by execrable grammar. Of course, shorthand is a desirable accomplishment, especially in a clerk; but it does nothing to train the mind. It is a purely mechanical art. If pupils studied English in the first place, acquired a working knowledge of commercial geography, and proved themselves reasonably proficient in commercial arithmetic, then let them take up shorthand, for the study of that subject will prove, in a measure, a lesson in intonations. For Chinese pupils, who have passed in English, shorthand is specially to be recommended, because the placing of the vowels teaches the recognised and proper pronunciation of words which are not often used in ordinary conversation. Nothing is more racking than to hear a presumably educated man stumbling over common words; the Latinist shudders when he hears a false quantity, but what can be said of the Britisher who flounders like a bullock through his own language? Commercial geography will be illustrated by lantern views and expositions to be given on such matters as the birth of cities, transport, distribution of population, the world's markets and trade routes, etc. There should be a large number attracted to the class in commercial arithmetic, for among the questions to be dealt with under this heading are such brain-twisters as local currency, exchange problems, Chinese, Indian and Japanese money and weights, partnerships, commissions and insurance, etc. The teacher who seeks to inform the youthful mind of the causes which lead to the appreciation or depreciation of the dollar, and to explain the reason why the Singapore dollar is at a premium, and subsidiary coinage is rejected in Hongkong has a task before him from which even the redoubtable W. J. Bryan might shrink. Mr. Balfour has confessed that on the subject of bi-metallism he is as a little child, and how the problems of exchange are to be expounded and explained without reference to the monetary metals it is difficult to see. It will certainly be interesting to scan the examination papers submitted by the students at the close of the session. The engineering course comprises practical mathematics, applied mechanics and mechanical drawing. A very ambitious programme has been drawn up and no apprentice at any of the engineering yards in the Colony should fail to attend. If only the Chinese foremen in the Government yards could be induced to take up the study of the classes in this section they would benefit immensely, but it is to be feared that their lack of education in the three R's will exclude them from participating in the advantages offered under this section. Still, they could attend the commercial section in the first instance and work their way up to the technical class. If employers would only encourage their assistants to improve their mental equipment they would be conferring a boon on the youths under their control, besides helping to advance the interests of the Colony. At the same time, they naturally thought that they had discovered a simple tourist, and one bolder than the rest pounced upon the Inspector with a demand for 80 cents. Now, a tourist or a newcomer to the Colony would probably have handed over a few cents to the coolie in order to get rid of his clamour and disturbance. No doubt the coolie reckoned upon that, for not only did he yell and shout imprecations at the Inspector but he also induced others of the gang to join in the chorus of abuse and calumny. The Inspector steeled his heart against the howling dervishes, and if human nature is to be depended upon at all, laughed in his sleeve.

who are over 14 years of age irrespective of nationality, but applicants under 17 years of age must produce satisfactory references. Students attending the classes will be required to pay a registration fee of \$5 on admission. At the close of the year the whole of the fee will be returned to any student whose conduct and progress are reported as satisfactory by the class-master, if the number of attendances equals 50 per cent. of the possible number of attendances in the classes that he has joined; half the fee will be returned if the number equals 75 per cent. No registration fee will be charged students who continue their course of study for a second year. A fee of \$1 a month will be charged for the first class taken and one of 50 cents a month for each additional class. In the engineering and science classes a deposit not exceeding \$3 must be made by students who have the use of any instruments or apparatus of value. This fee will be returned to the student at the close of the year if the instruments and apparatus have received no damage at his hands. It is also stated that the students will be required to do home lessons. Surely that is a mistake, unless the lessons are very short. How can a working apprentice or a clerk who may be working all day and into the night find time to write up his home lessons unless he steals his master's time or denies himself all recreation? A student attending classes every night of the week could not possibly do home lessons which would in any way indicate his progress; he could not do himself justice, and to suggest that unless his home lessons are up to the mark he will be disqualified for a prize is to discourage the plodding student who is chained to his daily toil and give an unfair advantage to those who are not compelled to grind their hearts away at a desk every day. As previously noted, students are required to deposit \$5 as a registration fee and pay class fees in addition. Now it cannot be gainsaid that there are many poor boys in Hongkong, Europeans and Chinese alike, who would be only too glad to take advantage of these evening classes, but cannot find the money to pay fees. Would it not be possible to establish scholarships for such boys so that they could increase their education? The system is common in Great Britain. The applicant is required to pass a competitive examination, and on doing so is allowed to attend whatever classes may suit him. All that is required is that the applicant should prove his parents are unable to provide the money for his fees. But perhaps that will come in time. We earnestly trust that these evening classes will prove a success, not only for the sake of the pupils but also as some recompense to His Excellency the Governor who has given so much consideration to the scheme. The Hon. Mr. A. W. Brewin, Dr. G. H. Bateson-Wright, Mr. E. A. Irving and Mr. P. N. H. Jones, A.M.I.C.E., are the members of the Supervisory Committee, and Mr. W. H. Williams is the organising secretary. We trust that all employers in the Colony will personally advise the youthful members of their staff to attend these classes and that no opportunity will be lost to extend their scope and efficiency. To allow these classes to fail for want of support would be nothing more or less than a city scandal.

## IN DEFENCE OF THE CIVILIAN.

Whenever a civilian discovers a grievance he immediately assumes that the police are to blame and promptly decides that their presence in the city is more ornamental than useful. It is perfectly true that the police are occasionally far more interested in some coolies who are passing an idle hour by playing the Chinese equivalent of pitch and toss than attending to more important affairs. There are those, probably, who would accuse the police of being responsible for the subsidiary coinage nuisance. But, after all, the police are very much in the hands of their superiors and seldom encouraged to act absolutely on their own initiative. When they do the real character of the men appears, as was evidenced by the case in which Inspector Langley was prosecutor at the Magistracy to-day. As a result of that case, which is reported in another column, the ricksha-coolies will probably think twice in future before they victimise a civilian. The Inspector had just arrived from the New Territories, and being in plain clothes and apparently a stranger he appeared to be fair game for the ricksha-men. When they saw him leave the Hongkong Hotel they naturally thought that they had discovered a simple tourist, and one bolder than the rest pounced upon the Inspector with a demand for 80 cents. Now, a tourist or a newcomer to the Colony would probably have handed over a few cents to the coolie in order to get rid of his clamour and disturbance. No doubt the coolie reckoned upon that, for not only did he yell and shout imprecations at the Inspector but he also induced others of the gang to join in the chorus of abuse and calumny. The Inspector steeled his heart against the howling dervishes, and if human nature is to be depended upon at all, laughed in his sleeve.

TO-DAY was an extremely dull day, at the Magistracy. With the exception of a few opium cases and a few petty matters it was a day for gamblers. Fourteen men were arrested gambling at No. 44, Aberdeen Street, yesterday. The two leaders were fined \$15 each and the remainder \$2 each. Eight men came from No. 51, Staunton Street, and they were ordered to pay similar fines, except in the case of one, who had a previous conviction, and he was mulcted in \$50. West Point came out first in the matter of fines. They had five men from 4, Tonsen Street. The leader was fined \$25; another, who also was the owner of a previous record, \$20 and the others \$3 each.

The New Territories (Cheung-chau) contributed six boatmen for gambling on the foreshore. They admitted the charge and paid a each

## HONGKONG SURPRISED.

## A JAPANESE RAID TO SLEEPY DRONES.

Just as the cocks began to crow this morning, residents in the vicinity of Queen's Road were awakened by a tremendous hubbub. At one moment it seemed as if an army was on the march through the city. The dull thuds of a big drum reverberated and re-echoed in the still air. The Hungshutes were upon us, and trembling coolies hastily gathered their two pieces of ribbon and a hairpin, all their worldly possessions in fact, and started to run. Before they had time to lose a sleepy cigarette-dealer's stall, the cannon-beats ceased, and the weird caterwauling that has been heard for many a day started the ear. It seemed as if the Inferno had been let loose. The Chinese amateur musician has a happy knack of giving excruciating agony when he is in the mood, but even he and his tribe slunk away in face of this masterpiece of discord. Then a steam-engine, or something resembling it, had an innings. It was a gross travesty of the real thing. By-and-by, when the excitement of the nervous and the curiosity of the stolid had been aroused to fever pitch, and all the balconies were crammed with half-naked, and in the case of the children absolutely naked, humanity, the marauders stole upon us, and swagged; and strutted like peacocks on a frosty day. First came an imitation Woo Macgregor—with "tootie" complete. Above, below and behind him was a monstrous drum; nothing could be seen of the drummer except the top of a diminutive cap and a wagging arm. Sometimes the arm made a violent swing only to miss the drum altogether. Two successive swings of that sort would have swiped Hongkong into the middle of next week. The lead looks an impossible one, but trust a Jap to work wonders. Once the semaphore shot out and caught the man with the flute a resounding whack on the head. The sound was scarcely different from that evolved from the drum. Perhaps it was part of the business, for there was a fierce and sanguinary encounter in which the drum gave forth amazing wails. The drummer simply flattened himself behind his entrenchments. When the scrap finished, the crowd on the walk became angry; they shouted "hurroo" and "masee" and "give 'em what for." They grew nasty, but the band played on. The next man was a pugilist individual who nearly blew his head off in a vain effort to get an immense brass machine to speak. So big was the brass paraphernalia in which he had wrapped himself that he had never had the time to polish it. On one occasion there was a distinct groan heard from the interior of the instrument, but whether it was an echo of the people's applause or a dying effort on the part of the musical gladiator the world will never know. There was also a coronet in this great and glorious, purple Oriental procession, a coronet made for show. It did its duty by doing nothing, to the intense delight of the spectators. It had evidently had an epileptic fit; foam oozed from the nozzle and left a track on the road as if a worn-out racer had passed. The connect-player gasped and puffed and rattled his finger-bones on the keys, supremely content with himself. Then there was the giant, he had the flute of course. Most giants are born tired, and although the Japanese are ahead of people in most things, as everybody knows, this giant also had spells of laziness. He would blow for half a second and scare the wits out of all the cats in the neighbourhood. Paupers rushed out of alleys to see this wonderful specimen of the feline tribe and ran back howling with terror. When the flute started the drum stopped and vice versa. Of course the drum, although in the lead, had no idea where it was going. It was guided by the flute. Once the drum fell over an ash barrel and the flute nearly smothered it. Another time the flute only saved the drum from extinction in a gutter-puddle by a smart crack over its head. That was the band. A host of ragamuffins had been pressed into service to carry banners with many strange devices. All the Chinese coolies said they could easily read the devices, but when asked to interpret they replied that the words could not be translated into English. Which is unfortunate. There were blue, red and green banners; there were banners of white and banners of all the colours in the rainbow. Some of the banner "n-n-n" thought their duty was to twirl their trophy a fast as possible, so that the quickness of the hand might deceive the eye. It was a magnificent spectacle and would be very stimulating if anybody knew what it was all about. It certainly got people out of bed in a hurry. One or two were heard to inquire whether it was 6 a.m. or 6 p.m. Probably other districts will have a visit at five minutes past midnight this morning. If so, Queen's Road residents will wish them joy.

THE fee for the bacteriological examination in the Government Bacteriological Institute, and report on any chemical disinfectant will be \$25. The Government impose the condition that the report shall not be published or used in an advertisement without the permission in writing of the officer furnishing the report having been previously obtained.

THE following proclamation was issued by the Canton-Hankow Railway Company on the 4th day of this month. "The Railway Company has rented the former Liang San I Tong, in the Ta Tung street for the purposes of the General Revenue Department and a day must be chosen on which to start work, and the rules and regulations of the Department must be drawn up. For these purposes we respectfully ask the merchant-guilds, the charitable institutions and the deputies to assemble on the 6th and 7th day at 12 o'clock in the Ai Yu Hall to deliberate on these questions. All gentlemen are also asked to bring their personal seals, in order that the regulations may be signed and sealed, to state their age, dwelling and occupation." —Canton Daily News.

## TELEGRAM.

## "HONGKONG TELEGRAPH" SERVICE.

## DESPERATE HUNGSHUTES.

## LIAOTUNG ADMINISTRATION ROBBED.

## MARAUDERS CAPTURE 110,000 YEN.

[From Our Own Correspondent.]

Shanghai, 28th July,

10.40 a.m.

A large body of Hungshutes attacked the village of Petswo, which is situated in the north-east of the Liaotung Peninsula.

The marauders stole 110,000 yen which had been collected as taxes and were about to be remitted to the Liaotung Administration.

## DROWNING &amp; DECAPITATION.

## POLITICAL PRISONER'S PREDICAMENT.

When the s.s. *Hanot*, Captain Merlees, left Haiphong on Wednesday she had amongst her passengers a Chinaman named Li Wong Cheung, a political offender and a murderer, who had been deported under extradition proceedings, he being very much wanted by the Chinese authorities, in order that he might answer to them for his crimes and suffer the penalty for his offences. Having, no doubt, a very good idea of the fate that awaited him as soon as he put foot on Chinese Territory, while on board he pondered over the situation, and apparently preferring death by drowning, unless picked up by a junk, to death by decapitation, he seized a moment when his guards, two French Gendarmes, and a Chinese detective, were off their guard, and when the *Hanot* was off S. John's Island, sprang overboard. The weather was very bad at the time, and the sea very rough, but notwithstanding that the captain, who was on the bridge at the time, and observed the occurrence, immediately stopped the vessel and turned her round and ordered a boat to be lowered, which was promptly done, while life-boats were flung to the man. The latter turned on his back and floated, taking on the semblance of death, and making no effort to secure either of the life-boats flung to him. However, the boat in charge of Mr. J. Hanson, second officer, and four sailors soon reached its quarry, and had the man, still feigning death, aboard. Arriving back at the ship's side, which was a somewhat difficult matter, owing to the condition of the sea, the boat was hauled up, and the culprit very soon brought back to that consciousness, which he pretended to have lost, and was then clapped in irons and confined in a cabin until the arrival of the vessel in port, when he was transferred, in charge of his guards, to the Canton boat last night. His further history is a blank. The boat was somewhat damaged owing to the rolling of the s.s. *Hanot* as it came alongside, and, of course, the two life-boats were lost, but the delight of the gendarmes on recovering their lost prisoner was, exuberant, and they rushed to thank the captain for their salvation from the degradation that would have awaited them had they lost their prisoner. From the time the man jumped overboard to the time he was rescued and the s.s. *Hanot* enabled to go full speed on her course again was just twenty-five minutes, which was certainly a remarkable performance considering the condition of the weather. This is the second rescue that Captain Merlees effected at sea in the last few years, the first being that of 44 Chinamen and two Germans in 1901, and his prompt action and strong humanity certainly deserving of recognition in the press quarters.

## C.P.R. ENTERPRISE.

## VANCOUVER TO AUSTRALIA.

That the management and directors of the C.P.R. company maintains the sweeping comprehensiveness of vision demanded of a concern of such magnitude in days when the keenest intellects compete in the wide field of world commerce, is sufficiently evident from a special despatch to *The World* (Vancouver) from Ottawa where, the despatch states, a well-founded report is current that the company will put fine steamers on the Pacific route, Vancouver to Australia, which will shorten the voyage by three days' time. The new boats will be equal in speed to the *Empress* steamers on the Atlantic.

That the report should have gained credence is not to be wondered at. It is in complete accord with conditions as they now exist. So long ago as 1898 or 1899 Sir William Van Horne, on a visit to Vancouver, announced that the time was coming when the

## TELEGRAMS.

[Reuters.]

## Russia.

LONDON, 26th July.  
An official statement, issued in St. Petersburg, justifies the dissolution of the Duma on the grounds that it, from the outset, overstepped the limits of the law, consistently discredited the Government, attempted to usurp an executive power, and raised unrealisable hopes by their agrarian programme.

Later.

## Russian Stocks.

Russian stocks are recovering.

## The Education Bill.

The report stage of the Education Bill, has been completed by the application of the closure.

## The Situation in Egypt.

Sir Henry Campbell-Bannerman presided at a meeting of the Imperial Defence Committee, at which it is understood, that the situation in Egypt was considered.

Lord Cromer and General Sir Francis Wingate, the Governor General of the Sudan, attended.

## NEVER VENTURE NEVER WIN.

## COOLIES SAD MISTAKE.

A ricksha coolie, who takes up his stand outside the Hongkong Hotel, made a sad mistake on the evening of the 24th instant, and now he is the loser of one month's earnings, and when the police have finished with him, he will be minus his licence. There is no doubt that this trick has been played with some success on unsuspecting civilians, as was related in the Police Court this morning, but the coolie went over his boundary when he tried it on a police inspector. On the afternoon of the 24th instant Inspector Langley, who was in full at the time, was returning from the New Territory in the police pinnace when he decided to land at Kennedy Town and pay a visit to his brother who is in hospital. At Kennedy Town he boarded a tramcar, alighted at Eastern Street, and walked the remainder of the way to the hospital. After he left that institution he returned in the same way and entered a car at the corner of Eastern Street and stopped at the Post Office. He entered the Hongkong Hotel and was on the street again before a second car had time to pass. Immediately he got outside a ricksha coolie rushed up to him and yelled, "Pay money!" Inspector Langley, who said he had not sat in a ricksha for the past half year, was surprised at first, but thinking that it was a case of mistaken identity, waved the coolie away. This had no effect, so he asked: "What for pay money?" The coolie replied: "What for? You no pay ricksha?" The coolie said he wanted eighty cents and as none was forthcoming he and a few others followed the inspector, jeering the while and throwing foul language at intervals, giving vent to their feelings. They followed the officer until near the ferry wharf, and when they saw that he was making for a constable, the coolie turned round to bolt but was stopped and given in charge. The case could not be heard the following morning owing to the sudden departure of the inspector for duty in the New Territory. He was to return the next day, but the squalid which struck the Colony, flooded the rivers in the New Territory, making transportation impossible. The inspector returned this morning, and the coolie was placed before Mr. Hazelton, on a charge of persisting in trying to obtain a fare. The inspector gave evidence, and the coolie said he was certain the inspector engaged this vehicle.

His Worship—When did he engage you and where did he go?

Defendant—He engaged me, outside the Hotel and drove about Queen's Road.

His Worship—This is the first case of the kind that has come before me. I can't see where obtaining money by false pretences comes in?

Inspector Langley—The very fact that when I approached the constable to give defendant in charge he attempted to escape shows it was a trick. He would not have attempted it on me if he knew I was an inspector.

His Worship—Oh, yes.

Inspector Langley—if this coolie attempts such a trick on me, your Worship, it will show how the civilians are impeded upon.

His Worship—Have you heard of a similar case?

Inspector Smith (interposing)—There have been cases of the kind, your Worship, but they have not come to court.

His Worship—But then the coolies should be given in charge on the spot.

Inspector Langley—Yes, your Worship, if the civilian chances to meet a European constable who can listen to his story. But if it is an Indian or Chinese policeman the coolie can make himself understood first and the result is that the civilian is arrested and charged, and the coolie's story is believed.

His Worship—It might have been a mistake in identity?

Inspector Langley—A very sad one, your Worship. There are very few people who resemble me in the Colony. (Laughter).

His Worship held that defendant was guilty of the charge and fined him \$10. The police will cancel his licence.

## THE "CHINKIANG"—"ALACRITY" COLLISION.

The arrival of the s.s. *Chinkiang* in Shanghai after her collision with H.M.S. *Alacrity* reveals the fact that one of her chief officers had the narrowest escape of his life. He was lying in his bunk when he heard the first crash of the impact as the *Alacrity*'s bowsprit swept a portion of the *Chinkiang*'s main deck. Springing from his bunk, he made for the door but remembering some valuable papers in his bureau, turned to recover them. The next instant there was a second crash as the bow of the despatch boat tore through the side of the *Chinkiang*, exactly over his bunk. At the same moment, some heavy stuff above, came through the cabin and smashed on to the bunk in the exact position where the officer's head had been but a few moments before. It is said that the officer reached the passage way in record time. So great was the force of the impact that the *Chinkiang*'s cargo, of beancakes, was jammed into a solid mass and when the ship was lightened, had to be dug out with axes. Had the bow of the *Alacrity* been straight, one instead of fiddle-shaped, the *Chinkiang* would have been cut in two.—*Shanghai Times*.

## THE AMERICAN COURT IN SHANGHAI.

## RECEPTION TO JUDGE WILFLEY.

An informal reception was held at the American Court on Saturday morning, reports the *Shanghai Times* of July 23; when the Committee and several other members of the American Association, as well as some half-a-dozen well-known American and British lawyers and a sprinkling of the general public attended to bid Judge Wilfley welcome on his arrival here to occupy the Bench of the newly formed American Court in Shanghai:

The gentlemen present were introduced to his Honour by Mr. J. L. Rodgers, Consul-General, and greetings having been exchanged all round, the Rev. Dr. Gilbert Reid, President of the American Association, stepped forward and said:—Judge Wilfley, the American Association, through the few of us who meet here this morning, are glad to extend to you a most hearty welcome to the cosmopolitan community of Shanghai, in which Americans from the opening of this place as a treaty port 64 years ago, have formed by no means an inconsiderable element not only in the commercial, but in the missionary and educational departments.

We congratulate you in being honoured by our Government, to lay the foundation of an American judicial system in China, as distinct from the purely administrative duties of our Consular service, and so illustrating one of the prime characteristics of our federal and state constitutions—an illustration all the more important at this present time, when China is seeking for new forms of constitutional government. This distinction of administrative and judicial functions of government has been already illustrated in our ranks by the able representatives of our English cousins, and I am sure that we all agree that the high standard of English sense of law, justice and equity had done much to exalt all Western civilization in the eyes of the Chinese. After your wide experience in judicial matters among another Oriental people you are well fitted to maintain the standing of the new American Court in China, and, if I may be allowed to add, especially fitted, as Shanghai, in some way or other, seems connected with Manila. The different American Consuls-General in Shanghai, in spite of the complications incident of a combination of administrative and judicial duties, have for the most part, all through the years, possessed judiciousness and fairness, in the decisions they have been called upon to render, but with the increase of work attached to his Consulate, if for no other reason, we are glad, and I think our esteemed Consul-General is also glad, that two men, rather than one, are now designated to look after our varied American interests in two separate, but mutually harmonious, official capacities. As an Association we take some credit to ourselves, in helping to bring about this most desirable result. In fact this was one of the objects for which the Association was originally started. We assure you of our hearty support as you enter on your new duties. The more you are able to exalt the judicial character of this Port, the more you will be held in esteem by this Association and by the best in this community of all nationalities. I presume we also hope that if ever we have a case to come before you, you will find some way, of course in strict legality, for us all to always win. Being peaceful Americans, as a judge may perhaps have little to do, but none the less we are glad an American Court for China has been formed, and that you, Sir, have been the first to be selected to preside at its sittings. We wish for you many happy years in our midst.

Judge Wilfley replied as follows:—Mr. Rodgers, Dr. Reid, gentlemen.—Certainly I am very much pleased at this reception this morning. I am gratified to find American characteristics so prominent at the outset, hospitality, love of justice, and the desire to win cases, I am sorry that I am not in a position to discuss the situation here. As Dr. Reid has very properly said I have been transferred from Manila, on which I am in a position, I think, to make a speech, but not on Shanghai, where the situation is so strange that I know absolutely nothing about it. Of course I appreciate the high honour and distinction of this appointment. I feel that I only know in a general way the scope of the work that is cut out for me here by the Washington Government, but by the kind assistance which I have been receiving will, I know, continue to receive from the Consul-General here and from you, fellow-Americans, I will in a comparatively short time gain a knowledge of the situation that will be of great value to me and enable me to undertake this work. It is gratifying, as I said at first, to know that Americans here take an interest in the establishment of this Court, as you gentlemen have manifested here this morning. Under our form of Government the Court cannot accomplish much without the support and confidence of the community in which it operates. The success of any Court in Anglo-Saxon countries depends largely on the character of the bar that practises before it and of the community in which it operates. I need not tell you that the great, overwhelming, ruling power in all Anglo-Saxon countries is public opinion, and of course Shanghai is no exception to the rule. You, Gentlemen, who are assembled here no doubt go far in fixing the public opinion of the place in which we live, and on that account, and by reason of the kind, enthusiastic, and active interest that you have taken in the establishment of this Court and that you now take in it, I feel I have great grounds for hope and courage. As to our English brothers, cousins or whatever relations they may be—at any rate it does not make any difference what the terms are—we have heard much of their good work here, and we feel very much at home—at least I do—wherever we are associated with English lawyers. It does not make any difference where we may meet: I know that from the standpoint of Americans we are very proud to claim them as our ancestors and I hope they are equally gratified to recognise us as their offspring. In their work here they have met with very great success in the Court which they have established. No doubt their Court as run on the lines they have adopted will be of very great value to us here. Strange as it may seem, I have not seen the act of Congress establishing this Court, and I do not know what its rules will be, but I am sure they will proceed along the lines of Anglo-Saxon jurisprudence, modified no doubt, in minor details, to adapt them to local conditions. I thank you again for this most kind reception, which I can assure you I appreciate more than I can say. (Applause).

The proceedings soon afterwards terminated.

## EAR EASTERN DOCKS.

*Commercial Intelligence* publishes an interesting article on the docks and shipbuilding of the Far East, and after a long description of and praise for the Japanese yards, has the following to say about the British enterprises of the mainland.

"A striking fact about the Japanese shipbuilding and dock concerns is that they are all capable of accepting and carrying out building contracts of considerable magnitude, which is not the case with any other concern anywhere East of Port Said. Of course, they have to import a considerable amount of their material, but so have the others. There appears to be considerably more technical knowledge and skill in the private yards of Japan than in any of the concerns working in the British possession of the East or in China. What is more, the class of material purchased in Great Britain by the Japanese yards is far higher than is the case with similar concerns at either Singapore, Hongkong or Shanghai.

"In view of these facts it is difficult to see anything bright in the prospects of those dock companies working in Hongkong or Shanghai, and I must again very strongly advise British investors to abstain from providing capital for any such concern that is likely to be erected in London."

There is an evident bias in the above remarks and an unfair reflection on the technical staff of the British concerns. That a Britisher should voice the opinion that there is more technical knowledge and skill in the private yards of Japan than in any of the concerns working in the British possession of the East or in China, is what is more, the class of material purchased in Great Britain by the Japanese yards is far higher than is the case with similar concerns at either Singapore, Hongkong or Shanghai.

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## EUROPEAN SERVICE.

OUTWARD.		DUE
FROM	STEAMERS	
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	16th "
GLASGOW and LIVERPOOL	"ANTENOR"	23rd "
GLASGOW and LIVERPOOL	"CYCLOPS"	30th "
GLASGOW and LIVERPOOL	"BELLEROPHON"	6th September.
GLASGOW and LIVERPOOL	"KINTUCK"	13th "
GLASGOW and LIVERPOOL	"TEENKAI"	20th "
GLASGOW and LIVERPOOL	"MACHAON"	27th "

The S.S. "Diomed" passed Singapore on the morning of the 25th instant bound for Shanghai, and does not call here.

HOMEWARD.		TOSAIL
FOR	STEAMERS	
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	7th August.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th "
LIVERPOOL DIRECT	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

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EASTWARD.		TOSAIL
FOR	STEAMERS	
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, incl.	"TELEMACHUS"	4th August.
NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.
PACIFIC COAST	"TYDEUS"	15th August.
PACIFIC COAST	"STENTOR"	22nd September.

For Freight, apply to

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AGENTS.

Hongkong, 27th July, 1906.

## CHINA NAVIGATION CO., LIMITED.

STEAMERS		TOSAIL
FOR	STEAMERS	
MANILA	"TEAN"	31st July.
NINGPO and SHANGHAI	"TIENTSHIN"	1st August.
CERU and ILOILO	"SUNGKELANG"	1st "
SHANGHAI	"YODHOW"	4th "
YOKOHAMA and KOBE	"TSIKAN"	6th "
CHEFOO and NEWCHIANG	"KWEIYANG"	7th "
MANILA, ZAMBOANGA, PORT DAR-	"TAIYUAN"	11th "
WIN, THURSDAY ISLAND, COKE-		
TOWN, CAIRNS, TOWNSVILLE		
BRISBANE, SYDNEY & MELBOURNE		

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

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Hongkong, 28th July, 1906.

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CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Almond.....	MANILA (DIRECT)	SATURDAY, 4th August, at Noon.
ZAFIRO.....	2540	R. Rodger.....	"	SATURDAY, 11th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 28th July, 1906.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship About  
"JOHN HARDIE"..... 20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 10th July, 1906.

## Dentistry.

DR. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VŒUX ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1906. [70]

TSH TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AUGUILAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 10th July, 1906. [71]

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE

## EAST ASIATIC SERVICE.

## HOME-LINE.

## OUTWARD.

STEAMERS	DESTINATIONS	TOSAIL
"SILESIA"	SHANGHAI, YOKOHAMA AND KOBE	10th July.
"SCANDIA"	SHANGHAI, YOKOHAMA AND KOBE	9th August.
"SLAVONIA"	SHANGHAI, YOKOHAMA AND KOBE	14th August.
"SENEGAMBIA"	SHANGHAI, YOKOHAMA AND KOBE	28th August.

## HOMeward.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).		
ALESIA	HAVRE and HAMBURG,	7th August.
Capt. Lüning.....	Via SINGAPORE, PENANG and COLOMBO	
SPEZIA	HAVRE and HAMBURG,	21st August.
Capt. Müller.....	Via SINGAPORE, PENANG and COLOMBO	
"SILESIA"	NAPLES, HAVRE and HAMBURG,	4th September.
Capt. Battice.....	Via SINGAPORE, PENANG and COLOMBO	
"SCANDIA"	NAPLES, HAVRE and HAMBURG,	18th September.
Capt. Döhren.....	Via SINGAPORE, PENANG and COLOMBO	
"SENEGAMBIA"	HAVRE and HAMBURG,	28th September.
Capt. Peter.....	Via SINGAPORE, PENANG and COLOMBO	

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washerwoman.

The "RIENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HANSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

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The "RIENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez,



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BOSTON TOW-BOAT COMPANY.**

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G. DE CHAMPEAUX, Agent.

Hongkong, 25th July, 1906.

(11)

**Intimations.**

JUST UNPACKED.

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THEY contain 20% of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat. They are made in three varieties—

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H. RUTTONJEE,

Hongkong and Kowloon.

Hongkong, 12th June, 1906.

(164)

**REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
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Steamship "Atholl" about

3rd September.

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Hongkong, 27th July, 1906.

**AN APPEAL.**

THE SUPERIORNESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support; and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Collars renewed on old ones.

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The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.,  
Hongkong, 22nd April, 1892.

**Intimations.**

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LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
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**HONGKONG AGENTS.**

Hongkong, 15th November, 1905.

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ESTABLISHED 1859.

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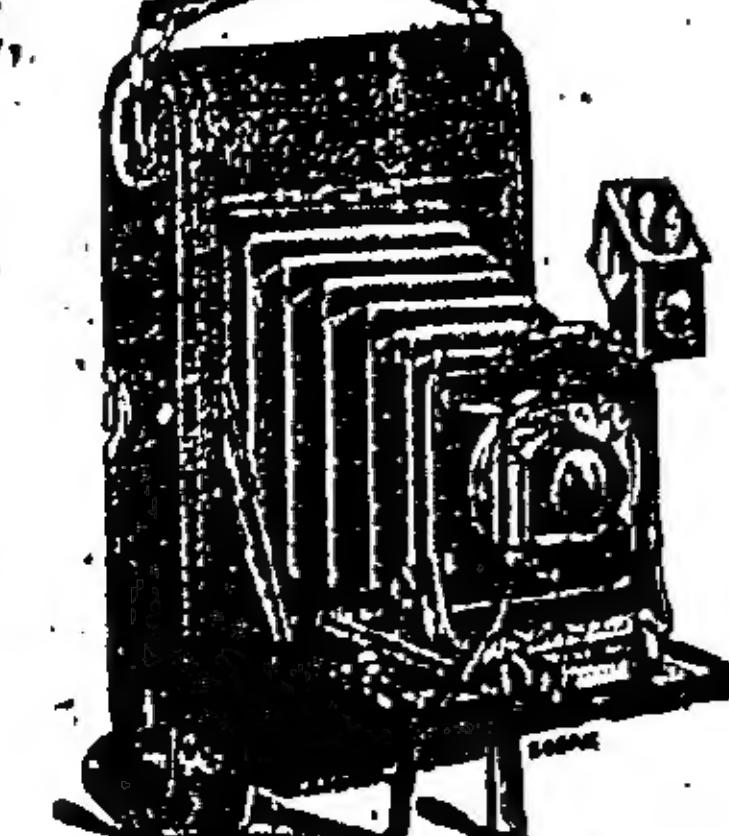
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KODAKS, FILMS,

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AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

**SHARE QUOTATIONS.**

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	{ \$1,000,000 \$50,000 \$50,000 \$12,735 \$150,000 }	\$1,699,777	{ 4 1/2 div. and 4 1/2 bonus @ ex 2/9/16 \$26.87 for 2nd half-year 1905 }	5 1/2 %
National Bank of China, Limited	99,925	£7	£6	{ £1,000,000 £50,000 £50,000 £12,735 £150,000 }	£74,099	£2 (London 3/6) for 1903	...
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,853 }	\$211,540	\$20 for 1904	6 %
North China Insurance Company, Limited	10,000	£15	£5	{ £1,000,000 £50,000 £50,000 £12,735 £150,000 }	Tls. 302,053	Interim div. of 7/6 (c) ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %
Union Insurance Company, Limited	10,000	\$250	\$100	{ \$1,600,000 \$153,841 \$169,479 \$180,000 \$61,78 \$15,527 }	\$2,712,271	Interim div. of 13/16 (c) ex 2/10 15/16	4 1/2 %
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,600,000 \$229,488 \$26,613 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %
<b>SHIPPIING.</b>							
China Fire Insurance Company, Limited	10,000	\$25	\$25	{ \$6,000 \$264,638 \$88,941 }	\$6,563	\$1 1/2 for 1905	7 1/2 %
Hongkong Fire Insurance Company, Limited	10,000	\$50	\$50	{ \$250,000 \$600,000 \$154,331 \$10,000 }	Nil	\$3 1/2 for year ended 30/6/1905	7 1/2 %
Douglas Steamship Company, Limited	10,000	£15	£15	{ £1,000,000 £24,080 }	£422,618	\$25 for 1904	7 1/2 %
Hongkong Canton & Macao Steamship Co., Ltd.	10,000	£10	£10	{ £80,018 £3,999 }	£2,412	10/- @ ex 2/1/16 = \$6.69	6 1/2 %
Indo-China Steam Navigation Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 0,000 \$2,156 }	\$2,156	Final Tls. 3 making Tls. 5 for 1905	8 %
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ £40,000 £1,144 }	£107,815	Final Tls. 13 making Tls. 3 for 1905	6 1/2 %
"Shell" Transport and Trading Company, Limited	10,000	Tls. 50	Tls. 50	{ \$5,000 \$32,957 }	\$328	1/- (Coupon No. 6) for 1905	4 1/2 %
"Star" Ferry Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 0,000 \$1,50 }	\$1,50	\$1.50 for year ending 30/4/1906	3 1/2 %
Taku-Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 80,000 Tls. 21,000 }	£13,013	Final of Tls. 2 making Tls. 4 for 1905	9 %
<b>TELEGRAPHS.</b>							
China Sugar Refining Company, Limited	10,000	£100	£100	{ \$85,000 \$45,000 \$86,129 }	£40,914	Final of £15 making \$25 for 1905	7 1/2 %
Luzon Sugar Refining Company, Limited	5,000	£100	£100	{ none }	£132,588	\$1 for 1907	8 1/2 %
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ £100,000 }	Tls. 3,723	Tls. 2 for year ending 30/9/04	...
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011 }	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06 }	7 %
Central Consolidated Mining Company, Limited	100,000	£10	£10	{ £10,000 £18,910 }	£90,050	Final of 50 cents making \$1 for 1905	7 %
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	{ £4,873 }	£8,945	No. 12 of 1/-=48 cents	...
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Gen.) & Co., Limited	18,000	£25	£25	{ \$70,000 }	\$8,915	\$2 for 1905	9 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£10	£10	{ £50,000 £25,160 £20,000 }	£20,040	Final of £31 making £6 for 1905	5 1/2 %
Imperial Wharf and Whampoa Dock Company, Ltd.	10,000	£10	£10	{ \$49,500 }	£362,332	\$6 for second half-year making \$12 for 1905	7 1/2 %
New Amoy Dock Company, Limited	10,000	£10	£10	{ \$88,000 }	£2,221	\$1 for 1905	6 1/2 %
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 57,065 }	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	6 %
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ Tls. 30,			

# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No 5216

九月八日六月二十三號光

SATURDAY, JULY 28, 1906.

六月八日

七月八日英漢

\$1 PER ANNUM.  
SINGLE COPY, 25 CENTS.

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### BIRTHS.

At Kuling, on the 9th inst., the wife of

Thomas D. BEGG, of a son.

On the 10th July, at Shanghai, the wife of L.

GOLDMAN of a daughter.

On the 20th July, a: Shanghai, the wife of

H. E. CAMPBELL of a son.

### MARRIAGES.

June 27th, at Guildford, W. S. ROOKE to

ELSIE MAY, daughter of Sir W. M. Goodman, formerly Chief Justice of Hongkong.

On the 14th inst., at Shanghai, FREDERICK

NEWMAN MATTHEWS, eldest son of F. E. Mat-

thews of London, to FLORENCE EMILY, only

daughter of the late John Soper of Exmouth,

Devonshire.

On the 14th inst., at Singapore, by special

license, RUSINA JOHANNE LOUISA, youngest

daughter of the late Captain Habekost, to

CHARLES HAROLD, youngest son of Captain

Darke, both of Singapore.

### DEATHS.

On the 12th July, at London, WILLIAM

POLLOCK, late I. M. Customs, Ningpo, aged

68 years.

On the 20th July, at Shanghai, S. B. DOS

REMEDIOS, aged 63 years.

**The Hongkong Telegraph**

MAIL SUPPLEMENT,

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 28, 1906.

### AGAINST PIRACY.

(23rd July.)

That the mercantile community of Hongkong has been stirred to the very depths by the piracy on the *Saints* was made abundantly evident by the proceedings at the extraordinary general meeting of the Hongkong Branch of the China Association, on Saturday afternoon. There was a record attendance of members, whose unanimity in holding the Viceroy at Canton responsible for the tragedy, and in denouncing his laxity in trapping and exterminating the pirates of the delta should have a wholesome effect in rousing that official to some sense of his duties. The Ho Li Hung Chang may not have been an ideal administrator in all respects, but at least he is credited by the Chinese Association with having swept out the pirate lairs root and branch during his régime and rendered it possible to trade in safety along the rivers of the delta. On this point we shall have more to say on another occasion. The Chairman gave the key to the attitude of the Association when he declared that the Board of Dr. Macdonald was on Viceroy Shim's official head, and his demand that the Viceroy should be summarily removed from office for his supineness and apathy which encouraged these piratical affairs secured the complete ap-

proval of the members. When the present Viceroy assumed office he was regarded as an ardent reformer determined to maintain law and order, to stamp out the villainous gangs who swoop down on unsuspecting traders and harry the defenceless peasantry; and for a time that idea continued to be held. But the energies of His Excellency failed in proportion as the depredations of the outlaws increased, until at the present day even European vessels, commanded by European officers, are not exempt from the attacks of the murderous bands along the coast. In an excellent speech, Mr. D. R. Law, of Messrs. Butterfield & Swire, lamented the death of the missionary whose life had been spent among the people, and he brought home to all hearts the necessity for immediate action when he said: "Yesterday it was poor Dr. Macdonald, who was sacrificed on the altar of official ineptitude and corruption; to-day it may be some other valued friend; to-morrow perhaps even yourself if your duty calls you to these regions." He observed that if the Chinese Government declared its inability to protect human life on the delta it behaved like the British Government in concert with the other Powers whose nationals have commercial interests in South China to put an end to a "state of affairs which is a disgrace to civilisation." But the Chinese Government has already admitted its impotence by failing to expunge the delta districts of criminal gangs, and the time is past when ordinary diplomatic representations are advisable. The subject is now one of international importance. The leading German merchants in Hongkong are quite alive to the danger of the position so far as trade, at least, is concerned. The members of the local branch of the East Asiatic Association of Hamburg—which corresponds to the China Association—have sent a vigorous and emphatic message to the central body urging that British action in compelling the Viceroy to suppress piracy should be strenuously supported by the Imperial Government. The Association has also communicated with the German Legation at Peking impressing the Minister with the heavy losses which will be sustained by German traders should these piracies continue to be tolerated. It is highly satisfactory that our German fellow-residents should have acted so spiritedly in this matter, for there can be no doubt that the pressure brought to bear by the influential members of the East Asiatic Association in Hamburg will have its effect on the Imperial German Government and, in the end, strengthen the hands of the authorities in Great Britain. The fact that the Germans are equally as strenuous as the British in the Far East in demanding redress will help the Government at home to realise that the clamour against the repeated piracies on the Canton Delta is no hysterical outbreak of the part of a few second-rate commercial houses. It must recognise there is a deep-seated feeling shared by all nations that the barbarous hordes who pillage and plunder within sight of Hongkong must be swept from the face of the earth. And China having proved incapable of dealing with the plague the cure must be undertaken by the united forces of the Powers in the Far East. Viceroy Shim has lost the confidence of foreign merchants; His Excellency is not even respected by his own people; while the criminal classes openly flout his edicts and proclamations. He is worse than useless as an administrator, and his power to enforce law and order has disappeared. In these circumstances he should be relegated to the seclusion of private life, or failing that, to some post where his mischievous policy of inaction and incompetency would no longer endanger the lives of foreign traders and travellers, or the security and property of the humble and law-abiding Chinese under his charge. The British Government may be hampered by controversies arising out of home affairs, but it cannot afford to disregard the interests of the Empire; and it will become the butt of the nations if it ignores the imperious demands of Britons in the Far East. The chief representative societies of Great Britain and Germany in Hongkong have spoken; the Chamber of Commerce will, no doubt, give expression to its views and assist the reform movement with the powerful backing which it can command; and it will only be necessary then for the Legislative Council to signify its sympathy and support by adopting a special resolution on the subject. If necessary, a special meeting of the Council might be convened so that all the forces of public and official opinion may be combined to convince the Foreign and Colonial Offices of the imperative need for immediate action.

### A SANITARY EXPERIMENT.

Any experiment which has for its object the improvement of the sanitary conditions of the city is of the utmost interest to Hongkong, and reformers will watch with attention the scheme which has just been adopted by the Municipality of Singapore for the removal of night-soil by the authorities. At present, the systems of Hongkong and Singapore for the disposal of night-soil are to all intents and purposes identical. Householders are expected to engage the services of coolies to remove and clean the night-soil receptacles, and they pay the coolies such fees as may be mutually arranged. It is now proposed in Singapore that the householder should pay 8s. a quarter in advance to the Sanitary Department which will undertake to remove the night soil by Municipal coolies. With the object of learning the measure of success likely to attend the scheme, the Singapore Municipal Commission has decided to try the experiment within a defined area of the city, and, thereafter, if the results are satisfactory the scheme will

be applied to the entire city. It is beyond question that such a scheme has much to recommend it from a sanitary point of view. While the laws of the Sanitary Board as to the cleanliness observed in private houses are enforced by a staff of Sanitary officials, it is obvious that the latter cannot be everywhere at once, and the natural laxity of the lower classes in hygienic matters is apt to lead them to defy all the natural laws of sanitation. There must be many houses in the congested quarters of Hongkong where the nightsoil is allowed to accumulate until it becomes a grave menace to the health of the community at large. Primarily, the house occupier owes it to himself, his family and his neighbours to see that the nightsoil is regularly removed, in order to guard against the outbreak of disease and to increase the amenities of the premises. Foreign residents at all times, and especially when the Colony is visited by sickness, are careful to observe these principles, but can the same be said of irresponsible coolies who occupy one house to-day and another to-morrow? Were the Sanitary authorities empowered to raise a staff of nightsoil coolies and to levy a tax of \$1 a month on each householder for the removal of the receptacles there would be a vast improvement in the sanitary system, and the conditions would bring about conformity with those existing in the cities of Great Britain. Meanwhile, the experiment which Singapore has decided to make will be watched with interest by the sanitary experts of Hongkong.

### THE OPEN DOOR IN MANCHURIA.

(24th July.)

At last it has been definitely announced, on the authority of Viscount Hayashi, former Minister to St. James's, that Japan will open Manchuria to foreign trade from the 1st of September next. For a considerable time ugly rumours have been prevalent that Japan intended to establish her pre-eminence as the dominant trade Power in Manchuria so securely that no foreign nation would find it possible to compete with her merchants on equal terms. On several occasions the Japanese Government repudiated that suggestion, but there can be no doubt many merchants who regard Manchuria as a promising trade centre were extremely sceptical of Japan's good faith. Several correspondents of London papers went so far as to assert that while the northern ports in the possession of Japan were nominally closed to all traders, Japan had the interior without let or hindrance, while foreigners who endeavoured to gain a footing in the country were courteously but rigorously excluded. Whatever may be said to the contrary, the testimony of impartial critics all went to show that Japanese commercial houses were bent on establishing prior rights in Manchuria, and it is just possible that the efforts of these enterprising traders were not seriously resisted by their military fellow-countrymen in Manchuria. The diplomatic corps at Peking was, by no means oblivious to the Japanese commercial invasion of Manchuria, and in the early part of this month a trenchant despatch from Mr. Rockhill, the American Minister at Peking, was received at Washington. In the course of that despatch Mr. Rockhill urged that the United States Government should make approaches to the Powers with a view to lodging with the Tokio authorities a joint international protest against the steps which were being taken by Japan in Manchuria. He stated that the Chinese Government, evidently acting on Japanese representations, was imposing *lai-hui* duty on the goods of the Anglo-American Tobacco Company in Manchuria to the great advantage of the Japanese tobacco trade. He also reported that whereas Russia was withdrawing her war-notes and paying the full face value, the Japanese authorities were deducting a discount of six per cent, except in the case of purchases from Japan. The question as to the *lai-hui* duty on tobacco was raised in the House of Commons in May last, when it was admitted that an internal tax had been imposed by the Chinese Administration at Mukden, but the Government was powerless to intervene unless there was any discrimination against British goods. All these reports, protests and disclaimers clearly indicated that the honesty of Japan's intentions to carry out the terms of the Portsmouth treaty was not entirely believed in by a considerable section of the business world. And although Japan's Ministers repeatedly asserted that Manchuria would be opened to foreign commerce at the earliest possible moment scepticism prevailed in the mercantile mind. Fortunately, Japan is now in a position to prove her commercial probity by declaring that Manchuria will be opened to the nations of the world within six weeks. Hongkong merchants will be deeply interested in that announcement, for it means that a new outlet has been found in the north. Dealers in yarn will be especially interested, because there is every reason to believe that the large stocks held in Hongkong on account of the depressed condition of the market will be reduced by orders from Manchuria. In shipping circles it is not probable that the full effect of the order will be appreciated until next year when the northern ports are clear of ice after the winter, but there should certainly be scope for the employment of the excess tonnage which has demoralised the freight rates in the Far East since the close of the Russo-Japanese war. While Japan has many natural advantages in establishing a lucrative traffic with Manchuria—and already rival shipping companies in Japan are fighting tooth and nail for supremacy in the carrying trade—the vast resources and requirements of the immensely rich province of Manchuria

should provide employment for a far larger number of vessels than Japanese shipowners can command, and stimulate the development of many industries which have remained stagnant since Russia first overran the country and isolated it from the world. Even if Japan obtains the supreme place in the Manchuria trade there should be a plenty of openings for the commerce of other nations, and this would not be surprising if merchants regarded Manchuria as the Klondyke of the Far East for the next few years. The fact that Japan also intends to establish a Consulate at Canton shows that the island kingdom is determined to attack China in the commercial sense from all sides. Hongkong merchants must rise early in the morning nowadays if they intend to hold their own in the Far East. The commercial competition of the present day in this part of the world would amaze and bewilder the old-time merchant princes, who acquired fortunes by dint of doing nothing—emulating the House of Peers who, in the words of Mr. Gilbert, "throughout the war did nothing in particular, and did it very well."

### A CONSULAR CORPS COMMISSION.

(24th July.)

In connection with the eminently practical views of Captain Clark, which appear in another column, regarding the possible methods of exterminating piracy from the Canton delta, we have to submit a supplementary suggestion which will no doubt be considered in the proper quarters. Captain Clarke proposes that a patrol system, under the control of the Imperial Maritime Customs should be adopted, and it is now suggested that, in addition to that scheme, an international commission, composed of the heads of the Consular corps at Canton, should be formed to deal with all matters affecting trade

£200,000 to be expended on Penang harbour. The grand total amounts to £7,000,000, one half of which is required immediately, partly for the payment of ex-shareholders in Tanjong Pagar, and partly for the commencement of the harbour improvements. With the single exception of the inner harbour scheme the Straits Government is "irrevocably committed to the works detailed." The interest on £7,000,000 at 3 per cent., plus sinking fund 4 per cent., equals 41 per cent per annum, or £297,500, that is to say £2,158,500. Now where is that sum to come from, and how are the various improvements to be carried on simultaneously with the discharge of the Colony's liabilities? It is not anticipated that there will be any marked increase in the revenue of Tanjong Pagar, and on existing rates the earnings of the Board barely cover interest and sinking fund upon the capital cost of the expropriation. It is generally recognised now, even by those who were most strenuous in their opposition to the harbour improvement scheme, that the principle and plan having been finally adopted there is no possibility of evading responsibility and the proposition is to make the revenue coincide with the annual expenditure. Our contemporary remarks that, "Where the interest is to come from on the £1,000,000 worth of developments at Tanjong Pagar it is difficult to see." The average revenue of the Colony is about £1,500,000 and the expenditure so closely corresponds that the surplus or deficit is infinitesimal—but that is in ordinary times, when there are no harbour or sanitary schemes on the *taipis*. The adoption of improvements, etc., has forced the Colony into what at first sight seems a financial *catastrophe*. It has been remarked that only a few years ago the Government of the Straits Settlements was in the prosperous condition of being able to pay twenty shillings in the sovereign and still lay something past for a rainy day! Naturally, or otherwise, a Conservative Government at Westminster considered that it was absolute folly to allow a Crown Colony to wallow in wealth. The Imperial authorities hunted high and low for a pretext whereby the surplus of the Straits Settlements might be kept within reasonable bounds and after many peregrinations decided that the Colony's military contribution was utterly inadequate. Accordingly, it was decreed that the Straits Settlements should contribute one quarter of the gross revenue towards the maintenance of Indian troops—not in the Straits Settlements, but in all the corners of the globe where the flag is defended by British soldiers. The Colony protested; the unofficial members of the Legislative Council resigned in a body; the Justices of the Peace and the members of the Chinese Advisory Board threw up their appointments in disgust; public meetings were held to denounce the thieving authorities, but all to no purpose. The Imperial Government stuck like a lump to the one-sided bargain, and since 1895 the Straits Settlements have been paying this monstrous exactation. During the intervening years, the Colony has had no serious difficulty in forwarding the annual contribution, but a new set of conditions has arisen. Unless the Colony can meet its expropriation bill, and proceed with the general scheme of improvements it will be on the verge of insolvency. Singapore, like Hongkong, must remain a free port, which means that there are no new sources of revenue to draw upon. In these circumstances the new Liberal Government might be approached with a view to remitting part of the military contribution. The United Kingdom, despite the walls of the Taiping Reformers and others of like kidney, is not going to the dogs, it has had a year of unexampled prosperity and the Government might well reduce the amount payable by the Straits in name of military expenditure. If the home authorities agreed to reduce the contribution by one-half, the Imperial Government would only lose a trifle of £150,000 or so, a mere fleabite amongst the millions of the home revenue; but that sum would prove of vast benefit to the Straits Settlements and enable the Colony to keep its head above water.

**THE COMMERCIAL IMPORTS ACROSS THE HUA.**

From the analyses, which have been prepared by the Imperial Maritime Customs, of the foreign imports into China during 1905 some conception is afforded of the importance of the Middle Kingdom as the outlet for the superfluous products of the principal manufacturing countries in the world. Ten years ago, the total value of the foreign imports was 21,62,341 HK taels, and after deducting the value of the goods which were re-exported it amounted to 20,589,994 HK taels. Last year the foreign imports amounted to 40,194,532 HK taels, and, after deducting there exports to 44,100,791 HK taels, so that in a decade China's import trade has more than doubled, a remarkable and significant fact. It may be said that ten years ago China was only recovering from the effects of the war with Japan and had little money to spare, with the result that the comparison is not a true criterion of the growth of her dealings with foreign countries. In that case we have only to turn to the figures for 1904, when the value of the net imports was considerably over 340 million taels, while last year it was over 440 million taels, an increase in a single year of over 100 million taels, which is certainly a wonderful commentary on the off-the-presses about China's seclusion. There can be no doubt that the Chinese, impelled possibly by the example of their island neighbour, have definitely emerged from their hermitage, and the barriers of convention have been overthrown in the rush to acquire and absorb modern ideas. The consequence is that what were once deemed luxuries have become necessities, and even the coolie has a higher standard of living to-day than he had prior to the modernising influence which is at work at the treaty ports. It should be explained here for the benefit of the uninitiated that the Halkwan tael is calculated as equivalent to a fraction over three shillings in English money; 73 cents gold American money; 3-78 francs; 3-07 marks; 2-25 rupees; 1-47 yen; and \$1.55 Mex. Turning to the details as to the value of the imports from the various foreign countries we find that Hongkong heads the list, having sent goods to the value of over 148 million taels to China. There is apparently no means of discovering where all these goods originally came from, and so Hongkong gets credit to

all denied all connection with the gamblers, but they had no idea who their tenants were! They had simply collected their rents, and with that sublime indifference to mundane affairs which characterises the high and mighty they ignored the existence of their tenants—except as money-grubbing machines—and stood in amazement when it was suggested that a tenant like a dog usually had a name. But the police were too smart for once, the Magistrate declared that a landlord cannot be held responsible for his tenant's misdemeanours and so the landlords departed in great feather. It would be interesting to know, however, if a tenant in Hongkong who lent his house to another while he spent the summer months at Macao would be held equally innocent under similar circumstances.

#### THE PACIFIC MAIL COMPANY.

Although no official notification has yet been received or, at all events, published on the subject, it is matter of common knowledge that the steamship *Copter*, which for the last ten years has been running under the Occidental and Oriental Steamship Company's flag, has been sold to the Pacific Mail Steamship Company, of which Mr. W. Hartmann, the well-known shipping and railway magnate, is the head. It will be remembered that some months ago, when the steamer of the principal Japanese shipping companies were released from duty by the Government and resumed their regular passenger runs, a rumour gained currency to the effect that the Toyo Kisen Kaisha were in negotiation for the purchase of two steamers from the Pacific Mail Company. It was suggested that the Japanese Company intended to establish a fast line of steamers between Hongkong and San Francisco, and the Pacific Mail Company having failed to discover a fortune in the Eastern trade were willing to dispose of at least two of their Pacific fleet. Whether Mr. Hartmann's declaration that his Company were prepared to abandon the trade they had built up was a *rose de guerre* or not is another question. In August it was believed that the shipping magnate of the Western States was trying to force the Government to subscribe the vessels of the Pacific Mail line. It that were the case he evidently failed to realise his object, although there is little doubt that private enterprise will ultimately be rewarded by an annual Government bounty. At any rate, the "deal" was not consummated and the Pacific Mail line is still one of the principal factors in the trade between America and China. It is true, and there is no reason to doubt the fact, that the Pacific Mail has purchased the *Copter* or chartered the vessel on a extended term, that would seem to indicate that the connection of the United States with the Far East has not reached such a low level as some would endeavour to make out. It would also seem to prove that the Pacific Mail Company propose to advance and consolidate their interests in the inter-tropical trade. The Pacific Mail line, being a tributary of the overland railway lines, which are practically dominated by Mr. Hartmann—holds advantages which are only equalled by the Canadian Pacific Railway Company. It is satisfactory to believe that the Pacific Mail Company will maintain its prestige as one of the leading lines running between Hongkong and San Francisco, and there is little doubt that the Company's enterprise will be adequately rewarded. With the boycott of the past, Manchuria is open to international trade, and China absorbing bushels and accepting modern tastes every day, the future of the Pacific Mail line is looking promising, and it would be unlike American methods if an opportunity so favourable was willingly allowed to pass without any attempt being made to obtain a share of the spoils.

#### THE COMMERCIAL IMPORTS ACROSS THE HUA.

From the analyses, which have been prepared by the Imperial Maritime Customs, of the foreign imports into China during 1905 some conception is afforded of the importance of the Middle Kingdom as the outlet for the superfluous products of the principal manufacturing countries in the world. Ten years ago, the total value of the foreign imports was 21,62,341 HK taels, and after deducting the value of the goods which were re-exported it amounted to 20,589,994 HK taels. Last year the foreign imports amounted to 40,194,532 HK taels, and, after deducting there exports to 44,100,791 HK taels, so that in a decade China's import trade has more than doubled, a remarkable and significant fact. It may be said that ten years ago China was only recovering from the effects of the war with Japan and had little money to spare, with the result that the comparison is not a true criterion of the growth of her dealings with foreign countries. In that case we have only to turn to the figures for 1904, when the value of the net imports was considerably over 340 million taels, while last year it was over 440 million taels, an increase in a single year of over 100 million taels, which is certainly a wonderful commentary on the off-the-presses about China's seclusion. There can be no doubt that the Chinese, impelled possibly by the example of their island neighbour, have definitely emerged from their hermitage, and the barriers of convention have been overthrown in the rush to acquire and absorb modern ideas. The consequence is that what were once deemed luxuries have become necessities, and even the coolie has a higher standard of living to-day than he had prior to the modernising influence which is at work at the treaty ports. It should be explained here for the benefit of the uninitiated that the Halkwan tael is calculated as equivalent to a fraction over three shillings in English money; 73 cents gold American money; 3-78 francs; 3-07 marks; 2-25 rupees; 1-47 yen; and \$1.55 Mex. Turning to the details as to the value of the imports from the various foreign countries we find that Hongkong heads the list, having sent goods to the value of over 148 million taels to China. There is apparently no means of discovering where all these goods originally came from, and so Hongkong gets credit to

which she is not justly entitled. But even so, we may take it that a large proportion of the goods which helped to swell the aggregate value of the imports came in the first instance from the United Kingdom or the Colonies. Great Britain is the largest exporter of goods to China, the value recorded for last year being considerably over 86 million taels as compared with 57 millions in 1904. But the United States is a close second, with over 76 million taels' worth of goods sold to China, as contrasted with a paltry 29 millions in the previous year. An increase of something like 250 per cent in a single year is phenomenal, and effectively disposes of the idea that the boycott has worked havoc with the American trade. It may be conceivable that certain American products have entered China under new denominations in order to avoid wounding the susceptibilities of the people, and in that case there would be a very considerable addition to the figures quoted. For the Customs analysis takes into account and separates under different headings only the goods whose origin is manifest and admitted, so that it is quite possible and even probable that the Hongkong total has been increased by the inclusion of American articles whose identity was not disclosed. The trade of Japan with China is gradually creeping up, but it is not making the giant strides which mark Great Britain and America's commerce. In 1904 China imported goods valued at 50 million taels from her neighbour last year the aggregate value was over 61 millions. British India sent more goods to China than the whole of Europe combined (Russia not included), for while our great dependency was responsible for 34 millions' worth of trade, Europe, counting Germany, France, Austria, etc., only transacted business to the extent of 31 million taels. But here again it is impossible to say what proportion of the 148 millions attributed to Hongkong should be properly placed at the credit of Germany, which, as everybody knows, has a great and flourishing trade with China. Notwithstanding the efforts of Australian Trade Commissioners to foster a continuous connection with China, they have still much leeway to make up if they intend to equal Canada in the volume of trade, for whereas the Dominion sent products to the value of 2,875,553 taels last year, Australia's trade was only worth 1,538,747 taels. The other figures are immaterial, but it would be interesting to learn whether the emigration of coolies to South Africa has had anything to do with the trade which seems to be growing between our new Colonies and China. In 1903 South Africa contributed nothing to China's needs; in 1904 goods to the value of 2,213 taels were received, and last year that sum had increased to 1,523 taels. Dipping into the volume almost at random, it appears that despite all the efforts of reformers, China continues to purchase opium from India, either direct or through Hongkong, in increasing quantities. Last year China took 16,327 piculs of opium valued at 6,029,253 taels from India, and in the same year the figures were 8,891 piculs worth 5,699,723 taels. British India sent direct to China 472 piculs estimated at 27,124 taels against 253 piculs valued at 16,260 taels in 1904. The net import of opium from foreign countries into China during 1905 was 11,397 piculs having a value of 6,537,091 taels, or nearly a million pounds sterling. Details are given regarding the imports of cotton goods, iron ware, delicacies such as bird's nests, betel-nut, betel nuts, etc., but it is needless to labour over these matters. An exception may be made in the case of cigarettes. Mr. Rockhill, the American Minister at Peking, wrote to his Government that the unscrupulous methods of the Japanese in closing Manchuria to foreign commerce while permitting Japanese merchants to establish themselves in the interior had a prejudicial effect on American trade, and he instanced the case of tobacco in particular. The Japanese may be making headway in coarse leaf tobacco—but they are definitely not on a level with the United States so far as cigarettes are concerned, that is, taking China as a whole. Last year America's consignments of cigarettes received in China totalled over 2 million taels as compared with slightly over 1 million taels in 1904—an increase of fully 100 per cent. Japan's trade with China in cigarettes only amounted to 17,130,000 taels against 1,100,000 taels in the previous year. It is obvious that while America is forcing out Japan is losing hold of the Chinese cigarette market. The analysis of China's import trade returns a full of interest to those who are following the working out of China's destiny, and it clearly shows that the nations of the world have a rich and practically untold field to cultivate in the Middle Kingdom.

#### CHINESE SIMPLICITY.

Acting on the principle, doubtless, that the world owes every man a living, a Chinaman who formerly resided in Hongkong but has now departed for the good of the Colony, discovered a new way to hoodwink his fellow-countrymen. The story was told in the Court of Summary Jurisdiction yesterday in the course of an ordinary debt action. The Chinaman who evolved the scheme must have had a winning tongue and a vivid imagination. He asserted that for the sum of \$200 he could land any Chinese subject in the United States, delaying the whole tribe of immigration officers and setting at naught the provisions of the Chinese Exclusion Act. It might be supposed that an individual able to produce \$200 had a fair chance of being admitted to "God's country" without all the attempts at evasion and deceit involved by the Chinese "agency" in Hongkong. Few coolies or labourers could gather \$200 in a lifetime, but the eloquence of their guide, counsellor and anything but friend won the monied men over. One feels inclined to believe that he must have imbued at the golden spring of eloquence which is eternally bubbling over in the States. At any rate, he collected nearly \$10,000 and shipped his compatriots off to—no San Francisco, but New York! The learned counsel in the case observed that it was a common practice for Chinese to attempt to enter the United States via New York, but that *obiter dictum* will not hold water. Of course the sight of a dozen or more Chinamen attempting to rush the gentlemen known, we believe, as "aleuchs" in America was doomed to failure. They were corralled, bundled off to San Francisco, and ignominiously

expelled from the soil of the free and enlightened. When they returned to Hongkong they naturally made inquiries regarding their erstwhile leader and adviser, but he was not to be found, and whether he has gone to search for Mr. Micawber in Australia or has joined Lieut. Parry is unknown. It was a decidedly original idea to send the fortune-hunters to America because while they were on their way to disillusionment he had ample time to cover his tracks. The curious part of the story is that the would-be Americans were sent to New York. The practice used to be to send the coolies to Vancouver where they were allowed to land without question. There, an agency corresponding in a way to the "underground railway" of slavery days, when Sambo and Venus used to be secretly helped to escape from the sunny south to the frozen north and freedom, had its headquarters. The Chinese immigrants boarded C.P.R. trains ostensibly bound for Winnipeg, Ottawa or any other place that came to the mind, and left Vancouver. En route, they dropped off at some wayside crossing and, guided by the agents, attempted to enter the States by a side-door, so to speak. They were exposed to the greatest hardships, their lives were not worth a moment's purchase if they were sighted by the mounted constabulary or boundary riders and attempted to escape, but many succeeded. Indeed, the C.P.R. officials were accused of aiding and abetting the Chinese, a charge which was indignantly denied and never proved. That was in the good old days; but the undesirable never thought of finding an open door through New York. There the genius of the Hongkong "passenger agent" failed; he should have shipped his customers off to K'micutha and they could have traversed the overland route, gaining great kudos, if they succeeded, for their pluck in emulating, if not eclipsing, Harry de Windt.

#### TELEGRAMS.

##### "HONGKONG TELEGRAPH" SERVICE.

##### THE "SAINAM" TRAGEDY.

##### GERMAN TRADERS SUPPORT BRITISH ACTION.

##### TELEGRAMS DESPATCHED TO HAMBURG AND PEKING.

The following telegrams which have been despatched to Hamburg and Peking by the members of the East Asiatic Association in Hongkong are of especial interest at the present moment:

##### [Translation.]

Hongkong, 21st July, 1906.

"The East Asiatic Association,

"Forward representations to the Government to the effect that the British action to compel the Viceroy of Canton to suppress piracy in the Canton Delta should be strenuously supported by our own Government."

"Unless this be done, there is unquestionably danger that further heavy loss will be inflicted upon German trade."

"We are forwarding a like despatch to Peking."

"(Sd.) HONGKONG BRANCH EAST ASIATIC ASSOCIATION OF HAMBURG."

##### [Translation.]

Hongkong, 21st July, 1906.

"German Legation,

"Peking."

"We earnestly urge that the British action to compel the Viceroy of Canton to suppress piracy in the Canton Delta should be strenuously supported by our own Government."

"Unless this be done there is unquestionably danger that further heavy losses will be sustained by German trade."

"We have forwarded a similar despatch to the East Asiatic Association of Hamburg."

"(Sd.) HONGKONG BRANCH EAST ASIATIC ASSOCIATION OF HAMBURG."

##### MANCHURIA'S TRADE OPEN DOOR IN SEPTEMBER.

JAPANESE CONSULATE TO BE OPENED AT CANTON.

[From Our Own Correspondent.]

Shanghai, 23rd July, 1906.

"His Worship—

"I don't think I can convict the man under this ordinance, unless you can prove that \$25 is the price paid in Singapore."

Sergt. Grant—I can't prove that, your Worship, but I should think that conditions in Singapore are the same as in this Colony.

His Worship—I can convict him for aiding and abetting sideways."

When complainant was put on board the *Kunming* by the accused, said Sergeant Grant, he had no ticket and must have been going on board to stowaway. The officer then related that before a coolie can emigrate from the Colony he must register himself in a boarding house for forty-eight hours. Then he goes before the immigration officer, who examines him, and hands each man a properly-chopped passenger ticket. No tickets are allowed to be issued on board ship."

His Worship sentenced accused to six weeks' hard labour.

##### BANKRUPTCY.

At the QUENG YING LOONG FIRM.

[From Our Own Correspondent.]

Shanghai, 27th July, 1906.

"His Worship—

"I don't think I can convict the man under this ordinance, unless you can prove that \$25 is the price paid in Singapore."

Witnesse: There are no representatives. The capital, continued witness, was \$600. The defendant denied stealing the trinkets, but said he picked them up in the street. The silversmith stated that at about four o'clock yesterday afternoon he was taking the jewels back to a pawnshop, whence he had got the things to sell. On his way he dropped and lost the trinkets. He immediately made a report to the police, who sent out notices to all pawnbrokers to arrest any person attempting to pawn the jewels, a description of which was also supplied. An hour later a coolie entered the Leung Yik pawnshop and produced the missing trinkets. The coolie was questioned, and the silversmith was sent for. When he arrived at the pawnshop and found the trinkets the silversmith thanked the pawnbroker, but the silversmith proceeded against the coolie. The police heard of the recovery of the trinkets and sent for the pawnbroker, who related the story. The complainant turned up later and he was asked why he allowed the coolie to go free. While this conversation was going on, the pawnbroker on glancing round recognised defendant in the crowd and he was taken in charge. Defendant said he did not know that the custom was when a thing was picked up in the street it was to be taken to the nearest police station. The evidence given by the pawnbroker was very unsatisfactory, in fact he omitted several important things in his evidence which was relevant to the case. He denied that when questioned about the trinkets defendant bolted out of the shop. A coolie said that seeing a crowd outside the shop dragging defendant into the shop by the queue, the pawnshop asked the pawnbroker what was the matter and the latter replied that the officer had better mind his own business. His Worship gave a lecture to the pawnshop, telling them to take care of their goods, and the pawnshop took the trinkets and took them to the pawnshop.

His Worship—

"Probably he is dead too."

Witness, continuing, said there was a dispute over one contract bill, because the work was not finished in contract time. Mr. Danby had certified the bill for \$3,600, but he did not remember when that was. This closed the public examination, and the order of adjudication was made.

##### MORPHIA SEIZURE AT KOWLOON.

WORTH ABOUT \$6,000.

[From Our Own Correspondent.]

## SATURDAY'S GYMKHANA.

## A RECORD MEETING.

23rd inst.

Although the attendance at the fourth meeting of the Hongkong Gymkhana Club, which was held at Happy Valley on Saturday last, was not what one could call good, yet the very exciting finishes in each race, and especially the large dividends paid at the pari-mutuel stand, which were the best paid out for some time, made up for the small attendance. The weather, though very hot, did not appear to have made any difference with the sports. The jockeys took different means for protecting themselves from the sun; the members' stand was "roofed," while the majority of others had either to remain in the shade under the grandstand and view the races from there, or saunter out and "baked." A few seconds before the starting of the first race His Excellency the Governor, Sir Matthew Nathan, arrived and was met by Messrs. C. H. Ross, H. P. White and J. A. Jupp, who conducted him to his stand. The band of the West Kent Regiment, under the charge of Bandmaster T. McElvey, was again in attendance, rendering appropriate music and keeping matters cheerful.

The first race of the day was the closest event seen in a gymkhana meeting for some time, and it was this that Mr. G. W. Gegg showed admirable riding on Highland Gillie. Before the ponies went out the backing was mostly on Pathan (lost, 8th) who was favourite, Metymite next, on account of the small weight (lost, 10th), and those who were in the know touched Highland Gillie, who stood at lost, 11th. From the start Gegg was seen to be holding back his mount hard and in consequence purposely lost a good place in the field. He was trailing up to Black Rock, Pathan still keeping the lead. From the Black Rock and on, Highland Gillie was given his head, after swerving to the outside, and then Mac's pony rattled its legs. At the village Gegg pulled a bit for the turn and entering the straight—in third place—he gave the "pony" a go. A few yards from the post Pathan and the Gillie were neck and neck. Then Gegg began to work earnestly, pushing the Gillie along in good style, and won by a neck from Pathan.

A large field contested for the second race, and it was said by all present to be no race at all. The starter's flag did not fall, no bell was rung, but the ponies came home, nevertheless, Maxon winning this race on J.

People were asking what is becoming of the Challenge Cup race of late. "A race of this kind usually fetches a large field but on Saturday only two ponies contested and Master won again on Blue Nile, making 9 points. It was whispered in the court that there was a bet in view and one pessimist, who became sarcastic, remarked that people came to see racing not bets being settled. However, the question of the bet lacks confirmation.

Following are the descriptions of the different events:

1.—1 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 1 lb. Entrance fee \$5; 1st prize: A Cup presented by Mr. H. E. R. Hunter; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. D. Macdonald's Highland Gillie, lost. 11th, (Gegg).  
Mr. W. G. Clarke's Pathan, lost. 8th, (Clarke).  
Mr. F. H. Hickman's Roscommon, lost. 5th, (Dupree).  
Father O'Flynn's Merrymite, lost. 10th, (Gresson).  
Mr. G. K. Hall-Brueton's Preston, lost. 11th, (Gresson).  
Hon. Mr. W. J. Gresson's Mamodeen, lost. 7th, (Gresson).  
Pari-mutuel: \$22.60.

A very fair start, Pathan taking the rail position from the start. The field spread as soon as the village was reached, Highland Gillie being last. The same order was maintained for some distance on, and passing the judge's box the order was: Pathan, Preston, Roscommon (trying hard for second place), Merrymite, Mamodeen and Highland Gillie (going easy). At the foothill stand Preston challenged for first place, Highland Gillie last, but one. Leaving Black Rock, Roscommon forged into third place, with Highland Gillie. On the home run the three were bunched, with Pathan still leading. A most exciting finish resulted in Highland Gillie being pushed home by a nose from Pathan and Roscommon a neck further back.

Time: 2 min. 45 2/5 sec.

Pari-mutuel: \$22.60.

2.—4.30 P.M.—WELTER RACE, 3 FURLONGS.—For all China ponies which have not been entered for any of the regular racing events this Gymkhana season. Catch weights over 13 stone. Riders in the regular racing events to be barred. Entrance fee \$5; 1st prize: A Cup presented by Hon. Mr. W. J. Gresson; 2nd prize: \$25.

Mr. Moxon's J. J., (Owner).  
Mr. Hyne's Sirocco, (Henchman).  
Mr. Logan's Paisley's Pride, (Logan).  
Mr. Reinbeck's Saxonia, (Tiefenbacher).  
Mr. M. W. Slade's Atlas, (Owner).  
Capt. Smith's Shimooce, (Owner).  
Mr. Hughes' Rabbit, (Owner).  
Mr. Macdonald's Highland Whisky (Doran).  
Hon. Mr. W. J. Gresson's R.O.S.B., (H. W. Slade).  
Pari-mutuel: \$22.60.

A field of nine entered the field and canted up to the three furlongs post. A runaway "start" was seen, although the starter's flag never dropped, nor was the starting bell rung. In consequence of that it was thought by the lookers-on that it was a false start, but when the jockeys made no attempt to pull up and started again, starting point spectators wondered what was going to happen, thinking perhaps that the ponies had bolted and the jockeys were unable to hold them back. Coming round the N. S. Hughes, the rider of Rabbit, rolled off the saddle, and sustained some damage to his face, but his pony—thinking perhaps he could do better minus a rider—kept going and came in third place, but was not counted. It could not be called a race, for several ponies did not start, and seeing that the others were not coming back, they were ridden home.

Dividends: \$64.80.

3.—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. Value to be declared when cup is purchased. For all China ponies. Catch weights at 10 st. 6 lb. Winners of open race or open griffin race, 5 lb. extra. Non-winning subscription griffins allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in the race for the cup, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty, penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulated up to 15 lb. Entrance fee of \$5 to go in the purchase of a moment to the winter of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. G. C. C. Master's Blue Nile, lost. 11th. (Owner).

Mr. G. K. Hall-Brueton's Kingston, lost. 11th. (Owner).  
Only two ponies entered for this event, Blue Nile being considered the "sure thing" was heavily backed, while those who wanted a huge dividend put on Kingston. Blue Nile was on the rails when the starter's flag fell and both ponies kept together until near the village. Then Blue Nile came away in the straight, but was not allowed to go far by Kingston. Blue Nile won the race, with the other very close, behind.

Time: 2 min. 08 2/5 sec.

Pari-mutuel: \$6.20.

4.—5.30 p.m.—LADIES' NOMINATION. AFTERNOON FILM STAKES.—A number of small tables to be arranged on the course, and Ladies to be seated at their tables. Gentlemen to line up some distance away dismounted. On the word "go" they are to gallop to their competitors who will give them tea. The gentlemen must drink a cup of tea and eat a small biscuit, then return to starting point. An umpire will be at each table to see that the conditions are carried out, and points will be deducted for unseemly haste, etc. First at winning post with least number of points deducted to win. 1st and 2nd Prizes presented by the Club. Entrance fee \$3.

Mr. Dupree, nominated by (Miss Brutton).  
Capt. Smith by (Miss Aitken).  
Mr. H. W. Slade by (Mrs. Phillips).  
Mr. M. W. Slade by (Mrs. Ram).  
Mr. G. C. Moxon by (Miss Vernon).  
Mr. J. E. Gresson by (Miss Barley).  
5.—6 p.m.—THREE QUARTERS OF A MILE RACE.—HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5; 1st prize: A Cup presented by Mr. H. P. White; and prize: \$25. (Entrance fee to go to winner.)

Mr. W. G. Clarke's Lashmere, lost. 12th. (Dupree).  
Mr. Otter's Red Herring, lost. 7th. (Master).  
Mr. W. G. Clarke's Pathan, lost. 11th. (Owner).  
Father O'Flynn's Merrymite, lost. 10th. (Gresson).  
Mr. F. H. Hickman's Roscommon, lost. 6th. (Wilkin).  
Mr. A. C. Hyne's Ingots, lost. 10th. (Brutton).  
After three false starts the bunch got away to a good start, and Pathan who was sent out to make the pace for Lashmere, took the lead, the others in a group behind. Turning into the straight on the home run, Pathan fell back, giving place to Lashmere, who kept the lead until the Judge's box was passed. Red Herring ousting Pathan from second place, coming in a good second, and Pathan not a bad third.

Time: 1 min. 35 2/5 sec.

Pari-mutuel: \$17.70.

6.—6.30 p.m.—HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch weights to st. 8 lb. Winner of hurdle race to first, second and third hurdles to carry 5 lb. extra. Entrance fee \$5; 1st prize: A Cup presented by Mr. F. D. Deacon; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brueton's Preston, lost. 13th. (Owner).  
Hon. Mr. W. J. Gresson's Glenburn, lost. 13th. (Dupree).  
Commander H. D. Wilkins (R. N.) Linkman, lost. 8th. (Owner).  
Hon. Mr. W. J. Gresson's Eager, lost. 8th. (Joslin).  
Crossing the sticks brought out a good field. The ponies jumped in fine style and on passing the slant for the first time Eager had the lead, Glenburn next and Linkman (the favourite) last. Glenburn challenged Eager at the foot-ball shed and at Black Rock Glenburn came away. Round the village Linkman forged ahead into third place, while Preston took the lead and an exciting race home followed, in which he won easily, Glenburn being second.

Pari-mutuel: \$31.

FIGHT ON THE "DEVANHA."

FIGHT ON BOARD A MAIL STEAMER.

On the 17th inst. we report telegraphically from Shanghai the occurrence of a fracas on board the *Devanha* in the Northern port. From the *N.C. Daily News* of 18th inst. we obtain the following further particulars:—

A serious fight among the firemen employed on board the P. & O. S. *Devanha*, now lying in the Lower Reach, took place yesterday. The trouble arose between two sections of the lascars, who resorted to knives to settle their difference. The struggle was prolonged and the European officers on board found it impossible to restore order. According to a statement by Mr. Linan, the chief officer, the police flag was flown from the vessel from 4 p.m. till after dusk. No assistance was, however, forthcoming from the river police and the staff were considerably pressed before help eventually came from the municipal police, four of whom went on board. A message was also sent to H. M. S. *Astros*, from which a detachment was ready to board the *Devanha* had its aid been needed. The rioters were eventually checked before any fatal injuries had been sustained, but several were badly wounded and are under the care of the ship's doctor.

19th July.

The *fracas* on board the P. & O. S. *Devanha* seems to call for more than passing comment, as it reveals the anomalies of the harbour police system. As we stated yesterday, the police flag was flying for several hours before any notice was taken of it. The Municipal Police then went on board at the request of an officer of the *Devanha*, and, apparently, with the approval of the British Consul. In most of the harbours of the world the harbour police would respond to the police flag, but in Shanghai, where matters are complicated by extraterritorial jurisdiction, the River Police are not permitted to board any European vessels, even when their services, as on Tuesday, are applied for. The Municipal Police have not the right to board any vessels, even in such narrow water as the Soochow Creek, jurisdiction on the water, where Chinese boats are concerned, being vested in the River Police. We are thus confronted with the fact that when police assistance is required on board ship, and the call-sign is hoisted, there is no one who is legally entitled to answer the summons. To illustrate the gravity of such a state of affairs, let us suppose that the affray on the *Devanha* had suddenly developed into an attack upon the Europeans on board. Unless the mutiny signal were hoisted, when the British warships in port would send assistance, the vessel would still be as much neglected as she was yesterday.

It certainly appears that some arrangement should be come to by which the River Police, at the very least, should be obliged to report the hoisting of the police flag to some responsible authority.

"To be bound over in the sum of \$100 to come up for judgment when called upon, and to be whipped by his guardians at home," was the order issued by Mr. F. A. Hazelton, at the Police Court on Monday, in the case in which a Chinese school-boy was charged with putting an iron bolt into the groove of the tram lines, at Kennedy Town, yesterday, with the intention of derailing a car.

RAMBLER.

THE CHINESE ENGINEERING AND MINING CO.'S total output of the company's three mines for the week ending the 7th inst. amounted to 17,660.31 tons, and the sales during the same period to 15,491.79 tons.

## VOLUNTEER AL FRESCO CONCERT.

23rd inst.

Blessed with fine cool weather, on Saturday night, the first of the series of Promenade Concerts to be given this season, under the direction of Mr. G. Grimble, was held in the presence of a very large audience. The grounds had taken on their usual gala attire of Chinese lanterns, the stage in the marshalled, erected under the supervision of Sergeant-Major Higby, being draped with bunting and flanked with huge palms and pots of evergreens; the whole mise en scène looking very cool and pleasing. The not too long programme was opened by the West-Kents Band, under Bandmaster McElvey, which played *Die Zwerge* splendidly, winning equal laurels with their excellent and spirited rendering of selections from "Little Michus," "Lohengrin," and the Triumphal March "Entry of the Gladiators," with which they closed the programme. The first solo was delivered by Gunner Frank Austin, who chose "I would I were a King," and sang it in his usual studied manner, and was followed by Mr. P. W. Goldring, with "I came not this trip I bold;" ("Rose of Persia") and right well did he interpret this rollicking song, fully deserving the encore which he was forced to respond to. Messrs. F. Carr and H. Moorhouse then amused the audience with the "Twins" duet from the "French Maid." Mrs. F. Maitland following with *Pelissier's Awake*, delightfully rendered, and eliciting an encore to which she responded with "The Rose of the River," later on giving the audience the further treat of hearing her in "The night has a thousand eyes," which she kindly sang to fill the hiatus caused by the regrettable, but unavoidable, absence of Mrs. F. J. Badley. Mr. F. A. Thomas rendered "My Queen" very well and with great care, but a more modern selection might have been a happier choice. Nicholls' "Devotion" was well sung by S. Moutrie, and then Mr. G. W. G. Jurnett, with a parody of "Mary of Argyle," brought the solos to an end, the Band concluding the concert with "God save the King," and so ended a very delightful evening upon the success of which Mr. Grimble is to be heartily congratulated.

The Chairman asked the secretary to read the notice convening the meeting.

Mr. Osborne having read the notice,

The Chairman and this was a meeting called by the Liquidators of S. C. Farnham, Boyd & Co., Ltd. There were only two liquidators present. Mr. Gresson resigned on leaving for Hongkong and Sir Charles Dudgeon was away.

The Chairman asked the secretary to read the notice convening the meeting.

To the Editor of the

"NORTH CHINA DAILY NEWS."

Sir,—The report and accounts of the above company issued by the Liquidators of S. C. Farnham, Boyd & Co., Ltd. There were only two liquidators present. Mr. Gresson resigned on leaving for Hongkong and Sir Charles Dudgeon was away.

The Chairman asked the secretary to read the notice convening the meeting.

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## CANTON PIRACIES.

## THE RE L DELINQUENT.

PROTECTION DEMANDED FOR THE RICHEST PROVINCE IN CHINA.

## PRACTICAL SUGGESTIONS.

24th inst.

The fact that the question of piracy on the Canton delta is the all-absorbing topic of the moment was the excuse which a representative of the *Hongkong Telegraph* tendered Captain Clarke, the Secretary of the Hongkong, Canton and Macao Steamboat Company, for again encroaching upon his time, when the work of the Company devolving upon him is greatly above the normal on account of the preparations being made to furnish the shareholders of the Company with the half-year's statement of accounts.

Captain Clarke, however, willingly spared half an hour, and gave a most interesting and lucid exposition of his views on the past and present conditions of the Canton delta.

Owing to his long connection with the river trade Captain Clarke may be considered one of the most competent authorities in the Colony to speak on that subject. For over 32 years he has been engaged in the river trade, and his actual employment with the Steamboat Company extends over 30 years.

## THE CHINA ASSOCIATION MEETING.

In the first place our representative referred to the meeting of the China Association on Saturday and invited Captain Clarke's views on that subject. Of course, Captain Clarke, like everybody else, commended the sound common sense which characterised the various speeches, but he disagreed with the views expressed by the Chairman with reference to the late Viceroy Li Hung Chang.

## RESULT OF LI HUNG CHANG'S POLICY.

"I may trust to my memory," he said, "when I suggest that the late Li Hung Chang in no way deserves the encomiums which the chairman of Saturday's meeting bestowed upon him for his work in suppressing piracy. In fact, if you look up your records you will find that piracy was then as rampant near Canton as it is to-day, and in my humble opinion I attribute the prevalence of piracy at the present time to the evils attending the policy for which Li Hung Chang was responsible."

"I remember a case of piracy during the administration of Li Hung Chang which actually took place at the Honam Spit, right opposite Canton and near the Shameen. That, surely, is as bad a case as any we can recall during the régime of Viceroy Shum."

## VICEROY SHUM'S LEGACY.

"Viceroy Shum succeeded Li Hung Chang after an interregnum and he inherited the legacy of an administration which sowed the seeds of evil in the form of public gambling in the Kwangtung Province. When the present Viceroy first arrived his energy was directed towards the extirpation of the bad characters. He certainly drove them to Kwangtung and himself marched at the head of an enormous force into the more northern provinces, killing and slaying, it is computed, some hundred thousand people, the large proportion of whom were, I am afraid, innocent of any charge against them. It is quite true that the pirates were cleared out, but they were only cleared away from the delta to take refuge in safe retreats— to come back again directly the vigilance of the authorities had been relaxed. Many of the worst characters in Kwangtung came down into the Delta lands when Shum went into Kwangsi."

## THE GAMBLING EVIL.

"I said at the commencement that the late Li Hung Chang had more to do with piracy than any other man that ever lived, and was responsible for the condition of affairs in the southern province of China. I advance that statement with much deliberation and with a full realisation of the serious allegation I make against the late Viceroy. He it was who first introduced licensed public gambling in its worst forms in Kwangtung and Kwangsi. Since his vice-royalty every township, even to the smallest hamlet, along the West River has its open gambling hells to attract and despoil the poor of their last cent and to impoverish the rich. These gambling houses have a demoralising effect upon the people generally. As you are well aware the gambling instinct is inherent in the Chinese race, and where otherwise a man would be honest and good once he has been smitten by the allurements and the morbid spirit of gambling he does not stop until he has lost everything; when he arrives at that stage he will not be deterred by fear of the law but will rob, pillage and commit murder to obtain the wherewithal to satisfy his mania for gambling."

## STATE LOTTERIES.

"I don't place any limitation on the term. It is not fanta, *pid kiu*, or the like forms of indulgence that are alone objected to. It is the State lotteries carried out which are working the most pernicious evils, by the system of daily drawing. With tickets selling as low as 30 cents each—the *sui pia*, for example, so as to place them within the reach of the common laborers, these lotteries are eating into the vitals of the working class of that fine and wealth-producing country. The revenue raised by those State lotteries for the most part finds its way into the pockets of the officials and the gambling monopolists. Thus the wealth of the mass of the people is robbed from them only to be concentrated in the hands of a few unworthy scamps of the Viceroy. In my opinion, no country which claims to have a system of responsible government should be allowed to exercise the right of raising an iniquitous revenue from the proceeds of gambling. I maintain that such a revenue is the most potent factor in reducing the poor to beggary and impoverishing the rich."

## DELTA LANDS THE RICHEST IN KWANTUNG.

"Have you arrived at these conclusions from personal observations?"

"Well, I have been giving you my personal views acquired after long years of residence here. My travels in the interior and my knowledge of Cantonese colloquial have brought me into direct contact with the people of the country. But, if my views are not enough, consult any Chinese resident with a more or less observant trend of mind, and he will be able to tell you how within the last few years misery untold has been wrought within the Two Kwang provinces, due far more to the fact that the country is overrun with gambling houses than to the so-called visitations of nature. It is true there have been periodical floods with the consequent periodical failures in the rice crops and silk; but in spite of these I still hold the opinion that these delta lands are the very richest in the province and should be capable, and undoubtedly would be, to support all the inhabitants and very many more, but for the reason I have advanced—namely, the gambling which has demoralised and enslaved them to the worst of vices. The fact of the country being so very rich makes it, if I may be allowed to use a figure of speech, the carcass on which the vultures prey."

## TWO RICE CROPS POSSIBLE.

"And the vultures are—?"

"Officially, which does not hesitate to prey upon the poor by every means in its power,

the rice produced in Kwangtung is the finest of any that is yielded by mother earth in China. In fact, this province is capable of producing two crops a year, two crops of the very finest cereals which the well-to-do are willing and only too eager to pay the highest price for. Yet that rice is exported principally to California and Australia because of the high prices paid there. Kaukong is one of the finest and richest districts possessing no less than 20 silk factories. If these people only had the protection of the Government in carrying on their legitimate trade and agriculture you may depend upon it that the people would produce sufficient themselves for all the inhabitants of the country, and would foster a trade such as would provide cargoes for any number of vessels."

## HOW TO PROTECT THE PEOPLE.

"When you speak of protection how do you propose to provide it. At the meeting of the China Association it was held that piracy should be exterminated in the Canton delta, but so far only a generalisation of ways and means has been suggested for the suppression of the lawlessness that prevails. Can you reduce the theoretical propositions to something practical?"

"I certainly think that there would be no difficulty in adopting practical and practicable ways of eradicating the evil. What I would propose is the inauguration of a thorough patrol system. Such a patrol could be maintained by a well-organised and well-manned fleet of steam-launches under foreign supervision. I don't mean that certain officers and members of the crew should be in charge of the launches. No; the administration and the executive of such a patrol system must be vested in European hands; for instance, sub-department of the Imperial Maritime Customs, under special administrative control. Such a system it once inaugurated must not be in the nature of a haphazard or tentative effort to remove an evil existing now and for centuries past. The system once instituted must be permanent and constant. The patrol must be consistent and continuous, and the entire scheme worked without interruption. It must not be here to day and finished with to-morrow. It must not be done away with as soon as there is a temporary cessation of flagrant acts of piracy; but it must be continual for all time, so long as there is anything like a trade to work and develop in the province. And that trade, as I told you, is there, and is capable of very great development indeed."

## POPULAR TAXATION.

"But surely such an elaborate system as you propose must involve a small expenditure if it is to be efficient?"

"I can quite believe that, but I was about to explain that this part of the Chinese Empire is so very rich in its resources that any ordinary taxation which might have to be imposed in order to provide for the safety of life and property, which the new department would ensure, could be raised without any difficulty whatever. You would find that in the end it would pay the population to contribute to such taxation rather than to submit to the present intolerable state of affairs; which entails an enormous loss, more than is brought to our trade on the West River, were there in the character of peaceful traders. As such, he had absolutely no hesitation in saying that the precautions adopted, after years of experience, and with intimate knowledge of the trade, were more than ample to meet every case of emergency and to cope with any uprising or disturbance among the passengers in the ordinary course of things."

## A DETERMINED ATTACK.

"It must be remembered," he proceeded, "that the Province of Kwangtung is infested with a particularly unruly population, who are driven, at this time, by the pinch of hunger to determined attacks on vessels trading on the West River. They combine so that their numbers may beat down the opposition offered by the limited number of officers and crew who can offer any resistance to the marauders. The fact that in one boat alone there were 13 men armed with modern weapons and prepared to protect the retreat of the pirates in the event of the resistance proving successful shows how carefully the scheme was planned. These swift snake-boats were full of men armed and ready to fight to the last; they did not participate in the attack, but simply waited to guard the return of the pirates. That goes a long way to show the attention that had been given to every detail of the attack which was unfortunately carried out with such tragic results."

## AN ACT OF WAR.

"It is obviously impossible in such instances for any crew to withstand so determined an attack by a band of pirates bent on掠奪 (robbery) trading with such as the *Sui-pia*. It is nothing short of an act of war on peaceful traders. At least, I can only characterize it as that. And no one can blame our officers if they fail to resist such forces and succumb against such odds."

## FAMOUS PIRATE CHIEFS.

"It is a fact recorded in history that from immemorial and more recently since the famous pirate chief Ching Yih and Chang Pau, with their fleet of about six hundred junks, infested these coasts, that tributary payments were made by trading craft to the robber bands in order that they might be safe from attacks. The people along the coast all paid this toll to the pirates, which showed the fear that the gang inspired. It is a matter of history that in the middle of the 16th century—in 1551—according to Mr. Lau Chu Pak.

"Further suggestions being called for regarding the removal of night-sail at Tsim-tsa-tsui.

"Mr. Lau Chu Pak minutely: If the inspector sends the Government contractor to see every resident who makes a complaint, or wishes to engage a night-sail coolie, it will amply meet the case. There is nothing new in this matter."

"The Hon. the Registrar-General minutely: I understand the leper has voluntarily returned to his own country."

## NIGHT-SAIL AT TSIM-TSA-TSUI.

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"Mr. Lau Chu Pak minutely: What has become of the leper? The Government should be asked to put the pathways in good order and provide proper surface channels."

"Hon. Mr. Hewitt minutely: I understand the leper has voluntarily returned to his own country."

## CUBICLES AGAIN.

"A further application from Chan Ping Cheong for permission to erect curtain poles at No. 9, Elgin Street was submitted."

"Mr. Shelton Hooper minutely: Should certainly be granted for six months."

"Mr. Humphreys: This cubicle question wants going into *de novo*. Curtains, rags, sacking, etc., are much more dangerous to health than properly arranged cubicles, and no amount of ordinances, and no quantity of inspectors, will ever prevent Chinese putting up temporary partitions of the above nature."

## A PURE FABRICATION.

"Questioned about the report that the Samshu Customs had been pirated, Captain Clarke said he was there only the other day and inquired whether there was any truth in the rumour. He was informed that the story was a pure fabrication."

## PIRATICAL ATTACK FRUSTRATED.

"There is some foundation," Captain Clarke stated, "for the rumour that an attack was contemplated some few weeks ago on a large party of foreigners, including H.H.M. Consul-General and many ladies and gentlemen, who had decided to visit Amoy by rail, and thereafter to continue the journey as far as How-Lik, near the Tin Woo Shan monastery, in pleasure bent. The information that a band of pirates had determined to 'hold up' the excursionists was obtained by the chief of the Samshu railway, and he, promptly took steps to frustrate the object of the pirates. Instead of allowing the special train to stop at intermediate stations, he gave orders that the train should be rushed right through without a single stop. The order was obeyed and not a sign of the pirates was seen."

"During the last three years over forty cases of piracy have been reported to the Viceroy from the British Consulate alone."

## A REDUCTION PROPOSITION.

"What is your opinion of the frequently-repeated suggestion that intending passengers should be searched at the ports of embarkation?"

"I will just answer that question by citing the case of the *Taiping* which may still be fresh within your memory. She was trading some ten years or so ago between Macao and Samshu under the Portuguese flag. What did the pirates do in her case? A pirate launch actually fired a heavy shot at her and brought her to, and boarded her in spite of determined resistance. The captain was wounded and left for dead on deck, and how this officer survived is a miracle. Now, tell me what would be the use of examining the passenger when boats like the *Taiping* could be fired on the high seas, and be made to stop at the pleasure of the pirates?"

## WEST RIVER TRADE UNPROFITABLE.

"Let me tell you, in conclusion, just a few words more. You know that the West River, after several years of diplomatic agitation, was thrown open to foreign trade. The British

companies as the pioneers of that trade have laboriously worked, with specially constructed vessels, to open up and develop that trade. We have met with all sorts of difficulties at the initial and subsequent stages of our operations, and as at present conducted and for many years past that trade has certainly been worked at a loss. If we adopted the numerous officers, the European crews and the thousand, and one suggestions which have been advanced by people who have actually no idea of how the trade can be conducted, why the expense involved in the multitude of Utopian improvements, which read well on paper, would press us heavily on the trade that not only would it be impossible to make a profit, but we should be compelled to lay up our boats and cease running."

## THE GLORIOUS FUTURE.

"If you are losing to-day, why continue an unprofitable trade?"

"Because we are only sowing to reap. We look to the future, and in the future I am a greater believer. The prospective possibilities of the West River trade are large, and if only we had order and good government secured for the two Kwang provinces, I can assure you with every degree of confidence that our boats would ply on that river with profit and advantage to their owners, and great convenience to the travelling public generally."

## CAPTAIN CLARKE ON PIRACY.

AN EVIL CENTURIES OLD.

## PERNICOUS SYSTEM OF TRIBUTARY PAYMENTS.

23rd inst.

In continuation of the interview with Captain Clarke, the Secretary of the Hongkong, Canton and Macao Steamboat Company, our representative referred to the fact that piracy should be exterminated in the Canton delta, but so far only a generalisation of ways and means has been suggested for the suppression of the lawlessness that prevails. Can you reduce the theoretical propositions to something practical?

## THE SECRETARY OF SANITARY BOARD.

24th inst.

The Sanitary Board held its usual fortnightly meeting in the Board room this afternoon, the following being the business transacted.

## GOVERNMENT ON COMPENSATION.

The reply of Government relative to compensation for damage done during the cleansing and disinfecting of premises, was submitted. The reply was as follows:

"Sir—I reply to your letter No. 108 of the 28th ult., forwarded by the Sanitary Board on the 28th ult., that the authority of the Government be obtained to incur the necessary expenditure involved in restoring property damaged in connection with plague prevention, to a preventable condition, or in the event of the owner so preferring that compensation to meet this expenditure be paid to the owner." I am directed to state that the Government will, in accordance with the provisions of the Public Health and Building Ordinance, 1903, referred to in the final paragraph of your letter, give reasonable compensation for property destroyed or damaged by cleansing and disinfection, where the case has been duly reported. They have no authority, and do not propose, to go beyond this provision. —(Sd.), T. SERCONINE SMITH, Colonial Secretary.

## THE SECRETARY OF SANITARY BOARD.

24th inst.

The Sanitary Board was submitted to the members of the Sanitary Board this afternoon relative to the cement concreting of ground surfaces. The Hon. the Principal Medical Officer of Health having, on the 2nd inst., issued instructions to the Surveyor that, as it was undesirable to require owners to relay 6 inches of lime concrete which was laid a few years ago, unless the existing material was so pervious as to produce insanitary conditions, by soaking as from above, or saturated by filth from below, as to be a nuisance, or to be no barrier against the entrance of rats,

Mr. Lau Chu Pak minutely: I don't think the P.C.M.O. should have given such instructions as he did in his minute of the 2nd July, 1906, without first consulting the Board. It is entirely a question for the Board, and the parties should have been laid before the Board before any instructions should have been issued. If the P.C.M.O. is correct, then the only way the Board can have section 112 carried out is to prove a nuisance under section 26, and the notices, which were served during the past two years, requiring property-owners to lay the concrete laid within the last four or five years, should not have been served in all, and the owners and tenants would have been saved a lot of trouble and expense.

Mr. Shelton Hooper minutely: I am directed to state that the steamer of his company, and the crew who are on board, are in the character of peaceful traders. As such, he had absolutely no hesitation in saying that the precautions adopted, after years of experience, and with intimate knowledge of the trade, were more than ample to meet every case of emergency and to cope with any uprising or disturbance among the passengers in the ordinary course of things.

## THE TAI HANG AND WONG-NEI-CHONG VILLAGES.

24th inst.

An application was laid upon the table from the masters of the stone quarries of Ngau Tau Kok, Sai Cho Wan, Cha Ko Leng and Lyemoon, for a piece of land to be set apart for their use as a public cemetery, as there was only one public cemetery in Kowloon, which caused the villagers great inconvenience and expense in the disposal of their dead.

Hon. Mr. Hewitt minutely: There is good reason to believe that in the course of the next few years a very considerable increase will take place in the population in the Lyemoon and Junk Bay districts. The time may now have arrived when the question of a cemetery for this section of the mainland should be considered. I should like to hear the matter discussed.

## THE HON. THE REGISTRAR-GENERAL.

24th inst.

The Hon. the Registrar-General minutely: There seems no provision for compensating landlords.

## QUARRYMEN'S CEMETERY.

24th inst.

An application was laid upon the table from the masters of the stone quarries of Ngau Tau Kok, Sai Cho Wan, Cha Ko Leng and Lyemoon, for a piece of land to be set apart for their use as a public cemetery, as there was only one public cemetery in Kowloon, which caused the villagers great inconvenience and expense in the disposal of their dead.

Hon. Mr. Hewitt minutely: There is good reason to believe that in the course of the next few years a very considerable increase will take place in the population in the Lyemoon and Junk Bay districts. The time may now have arrived when the question of a cemetery for this section of the mainland should be considered. I should like to hear the matter discussed.



## KOWLOON-CANTON RAILWAY.

### PROGRESS OF THE WORK. ARRANGEMENTS FOR BORING LION'S HEAD TUNNEL.

Work in connection with the Kowloon-Canton railway is proceeding on the British section of the line at a rate which would surprise the Chinese authorities at the other end of the line, if they only had a chance of seeing the results of the operations up to date. There have been many hindering and handicapping factors experienced by the engineers. In the first place the coolies engaged to lay the road-bed were utterly ignorant of what was required in railway construction. Every coolie can wield a pick and delve with a shovel, although he might prefer to use his hands and a basket, but he has a habit of throwing the sand in every direction, instead of building it up in a heap at the side of the track thereby vitiating the value of his work and adding to the labour of the others. As a rule the coolies are densely opposed to anything like system, and even yet they have to be watched like children at play. The result is that the European superintendents have been harassed by petty difficulties and they are kept constantly on the alert. In time, no doubt, the gang coolies will follow recognised methods and the strain on the foreign overseers will be partly lightened.

#### THE FARMERS AND THE COOLIES.

Another difficulty which has to be guarded against is the restrained ire of those peasant proprietors whose land has been entered by the Government. They maintain that they have been in some way or another despoiled of their property, although, as a matter of fact, the Government has been not merely scrupulous fair in all its dealings with the farmers but has even erred on the side of generosity. Still, the farmers seem to feel that they have some sort of grievance and watch the progress of the railway with no friendly eye. The greatest precautions have therefore to be taken to prevent a quarrel arising between the coolies and the farmers. As may be expected the coolies are not amenable by a long way, and the farmers would be only too ready to give vent to their feelings in a conflict with the labourers. The whole object of the Europeans is to conciliate the farmers and keep a firm grip on those coolies who are inclined to become obstreperous through an exuberance of spirits. They have succeeded so far in preventing anything like a disturbance, but little instances, which are not worth recording, have occurred to show the dangers of the situation.

#### FLOODED TRENCHES.

One of the most annoying features which have tended to delay, in some measure, the progress of the railway construction work is the unsettled weather. Notwithstanding a trench been dug or an embankment built up, there have been such heavy rains that the earth has given way in a few minutes. That has happened repeatedly along the track to Lion's Head Mountain and beyond Shatin. Shafts have been excavated only to be flooded with rain water which rapidly converts the trench into a mud-slab. Pumps have been erected to drain away the water, but there will still be difficulties in this respect until the dry weather arrives.

#### COOLIE CHORISTERS.

Although the coolies employed in building the bed of the track and levelling the ground are ignorant of the first principles of railroad work they are not unkindly—they are willing. They may be slow but they are not wilfully so, and considering that they are new to the business, and probably unused to regular and disciplined labour, it is wonderful how amenable they are to the suggestions of their overseers. Men and women work side by side, indulging occasionally, in what they are pleased to call a song or rather "chanty," which appears to have a stimulating effect on their efforts.

#### LION'S HEAD TUNNEL.

As we have noted in previous reports, the principal engineering obstruction is Lion's Head Mountain. It is necessary to construct a tunnel some three miles in length through the mountain, the entrance being at Sham-Shui-poo and the exit at Shatin. At the latter place several Italian and German tunnellers are already making preparations for the arrival of the diamond-drill which will be used to pierce the rock. At Sham-Shui-poo a beginning was made this week on the preliminary operations preparatory to the drills being placed in position. Most people may be under the impression that in building a tunnel the engineers construct the track right along to the mouth of the tunnel and then proceed to drill the face of the rock from the level of the road-bed to the height required. That may have been the method employed in former days but it is changed now. Immediately in front of the bare rock a deep trench or shaft is excavated. The shaft at Sham-Shui-poo is well on the way to completion, but as already stated, the rains have repeatedly thwarted the labours of the coolies and temporary pumps are installed to drain the excavation.

#### MODUS OPERANDI.

When the shaft is completed and the drills in position the rock will be bored considerably below the railway track, and thereafter built up to the level of the permanent way, the upper drills meanwhile piercing the mountain to the requisite height. The object of drilling below the level of the road-bed is not exactly obvious to the lay mind, but there are more things in heaven and earth than we have dreamt of, and the work of the civil engineer is hedged about with mystery. The drills have not yet arrived from England but they will be shipped at an early date in order that the most trying portion of the undertaking may be completed as soon as possible. Once the Lion's Head tunnel is finished the railway men will lay the line to the border of the New Territory at express speed. A culvert here and there, a bridge across the River at Sham-chun, and the construction work so far as the British section is concerned will be concluded. It should be stated that the tunnel will begin operations at the Sham-Shui-poo end simultaneously and if all goes well they should meet in the middle. A three to four-mile tunnel is no small affair, it may not compare with the Simplon, but its achievement will be scarcely less creditable to the engineers in charge.

#### THE GOVERNOR AS OVERSEER-IN-CHIEF.

His Excellency Sir Matthew Nathan may be described as Overseer-in-Chief of the railway construction work. The red-coated chair coolies with their masterful swing and supercilious bearing are as familiar a sight to the natives as the birds of the air. At all hours His Excellency is to be found tramping through the mud and slush. Nothing is too minute for his inspection and no hour too late for his visits. He has surmounted the labourer at seven o'clock at night, after twilight, and he has been there before the lark, or, perhaps, we should say the quail, in the morning. Of course, Sir Matthew Nathan is himself an engineer, which in a measure accounts for his interest in the undertaking; but the fact that he may be on the scene at any moment is responsible, there

can be no doubt, for the rapid progress of the operations. There is one thing for which the coolies and firemen alike are glad, and that is that his approach is heralded a mile off by the screech twangs of his bearers.

#### THE SOCIAL SIDE.

Nothing will be left undone to provide for the wants of the European employees from the social point of view. All day long they are toiling, and moiling scorched by the heat of the sun or soaked by the torrential rains—mud from head to foot. At present they have no recreations; the nearest neighbour is sometimes miles away. Even the most ascetic relish an occasional game of cards, or an exchange of experiences. If their solitude palls, they have to tramp miles before they reach Kowloon or Hongkong, and then, being human and not wooden effigies, they make the most of their outing. Whether they are as capable next day of appearing on duty as they might be is purely a matter of temperament. A railway man "aint no bloomin' chrysanthemum." Accordingly, it is proposed to establish a club somewhere in the vicinity of Sham-Shui-poo, where the staff may congregate in the evenings. Refreshments will be obtainable; books and magazines will be available; and games may be contested. If all goes well, the club may become an institution. Lawn tennis grounds are now being laid out; there is plenty of land for footballers, and the cricket enthusiast may indulge his fancy—provided he can scrape a score, and two men together. With regard to the water supply, there is an excellent spring of cool water in the vicinity of Lion's Head, and in this connection it may be stated that the railway builders intend to utilise this stream for the drilling machinery. A large dam and reservoir will be built and pipes will be laid leading from the dam to the face of the mountain. It may be inferred that the boring machines will be worked by hydraulic power, but that is mere conjecture. The fact remains that the railway from Kowloon across the New Territory is proceeding swimmingly, and difficulties are disappearing as soon as they are met.

#### FUN ON FLOWER HILL.

##### BRITISH TARS IN A TIGHT CORNER.

Jack ashore has a curious faculty for getting entangled in queer situations. Two British men-of-war men, kept Wyndham Street and half Queen's Road laughing immoderately for half-an-hour this afternoon. They had evidently been deputed to purchase a bouquet or a wreath, and they repaired to the famous Flower Hill. In the guilelessness of their hearts they informed the flower-sellers of their wands, and the rush to supply them blocked the traffic for fully fifteen minutes. The entire gang of flower-peddlers flung themselves in a body on the sailors. Some carried wreaths, some had circlets and anchors, and some had buttonholes. It was all the same. One coolie heaved his basket of violets at the tars and shouted "Want money?" Before the unsophisticated ones could get their eyes clear of weeds and bits of wire they were fastened like a Maypole. They dropped petals; the leaves of every flower in the Far East clung to their hair; one man to himself smoking a cigarette of tides and tobacco. Around them danced the bowling mob as if a coronation was in progress. The natives yelled and swore and called upon all the gods to witness that their flowers were the only true and genuine article. A dexterous flower-seller cleverly lassoed one sailor with a ringlet of roses; another hung a weird arrangement of nondescript blossoms on his back; and a third decorated his coat with bent wires and buttonholes. Never was a sailor so flabbergasted. He protested in English, Welsh and Hindustani; he declared that he had no use for chrysanthemums; he tried pidgin English and once he actually swore. He called for his mate but, like Alice, "Bill" would not materialise. Every time he opened his mouth he received a volley of foul oaths. It was like a Neapolitan carnival run mad. Little wonder that the crowd which extended in serried columns along Wyndham Street to the Post Office began to laugh. And once they started laughing it was impossible to leave off. Jack was in the hottest corner of his life. And Bill—where was he? Bill was philosophical; he squatted on the ground and waited till the uproar overhead was finished. He coughed once when a heap of fancy picture books showing what designs the flower-sellers could "perpetrate," fell upon his head and scattered the ashes of his pipe. But till the end he remained on the ground, quite contented and seemingly at peace with the world. Had the fun continued five minutes longer he would have been asleep. Somebody, however, had uttered something about a "wet" Bill and replied "Wot O?" and with his friend, Jack gallantly fought his way through the enemy and disappeared. Queen's Road wore a broad smile all afternoon.

#### YESTERDAY'S STORM.

##### AND ITS FROLIC.

The storm which passed over the Colony yesterday did not leave the junks and smaller craft altogether unclothed, and several junk and sampan-owners are bewailing the loss of their personal effects, which now repose peacefully somewhere in the bottom of the harbour. But the damage sustained, luckily, was nothing like it might have been, owing to the majority of those in charge of the small craft, having taken the same in time, clearing out to the shelter by Stonecutters' Island and Causeway Bay where they lay snug and safe, while the squalls blew over the harbour, according to the harbour authorities, with typhoon force, the sea rising to such an extent, between the hours of 10 a.m. and 1 p.m., as to throw the spray on to the upper decks of the steamers riding at anchor in the harbour, while the passengers in the Star Ferry boats between Kowloon and Victoria, had a highly unpleasant time, and were more than glad when the short trip was over. The first casualty caused by the frolicsome storm to be reported was the sinking of a dust-boat off the Police Pier at Tsim-Tsui, which, however, was later raised and taken to Yaumati, where she is being overhauled preparatory to repairs being effected on her. Then came the report of two junks, half laden with general merchandise, being dashed literally to pieces just off Yaumati, the merchandise and all else aboard, except what would float, being lost in the hungry jaws of the sea, while wreckage of sort lay thickly strewn all around. Some of the vessels anchored in the harbour dragged their moorings, among them being the s.s. *Croft*, which was found to have been drawn 1 nearly 20 feet from her original moorings. She was "picked up" and removed to moorings at West Point, no damage being either done to or sustained by her in her erratic movement. The bamboo wharf just to the West of the old Harbour Office, Chinese owned, and used for the point of arrival and departure of hired launches, was carried away, and the masthead erected on her collapsed and toppled over into the seething water, and what remains of it is now lashed to the piles supporting the collapsed pier. One or two sampans, unable to get into shelter in time capsized, being caught by one of the squalls, but with

it all no loss of life has been reported anywhere. On shore trees and shrubs appear to have been the only sufferers, the former losing many a limb, and the latter being entirely uprooted and transported to other pastures at the will of the wind.

#### CHINAMAN'S FATAL FALL.

##### RESULT OF A GAMBLING RAID.

This afternoon, at the Magistracy, Mr. H. H. Gompertz presiding as Coroner, an inquest was held into the circumstances surrounding the death of one Lai Ho, 54 years of age, who was found dead in Kut on Street by the police on the 19th instant. The following (the jury empanelled)—Messrs. F. R. Fox (foreman), W. G. Goggins and Vincent Sowerby.

Dr. C. M. Heaney, medical officer in charge of public mortuaries, said he held an autopsy on the body of a male Chinese. Death was due to a fractured skull.

Constable Sullivan stated that at 7.45 p.m. on the 19th instant, he went with a party of excise officers to a house in No. 5, Kut on Street—first floor. As the excise officers were going up the stairs a commotion was heard on the first floor. When witness got to the top of the stairs he saw several persons attempting to escape through a door which led into a small balcony. Several escaped by crossing to the adjoining houses by means of the balcony. No opium was found in the house nor were there any gambling paraphernalia. As the officers left the house and gained the street they saw a man lying in the street immediately under the verandah of No. 5 house. The man was removed to the station.

The Coroner—What did you put him in to carry him to the hospital?

Witness—An ambulance, your Worship.

The Coroner—I suppose there are ambulances at No. 2 police station?

Witness—Yes, your Worship. Continuing, witness said that the man was temporarily treated at the station, but he died on the way to hospital, never regaining consciousness.

Questioned by the Coroner witness was of opinion that the men were gambling, but got away with the implements. While in the house he heard no noise such as would indicate the falling of a body.

Other witnesses we called, who gave corroborative testimony, and the jury returned a verdict of "accidental death."

#### AMOY NOTES.

[From a Correspondent.]

Amoy, 23rd July, 1906.

##### CHANGES.

Lieut.-Col. Mackenzie, late secretary of the Kulangsu Municipal Council, left Amoy last week. Col. Mackenzie, it is reported, was the recipient of a red silk umbrella, from a number of Chinese merchants in the port. This is an honour conferred by the Chinese only on popular officials. Col. Mackenzie takes the good wishes of the community with him, for a happy sojourn at home. Mr. R. de Nully from Shanghai is appointed to the Amoy Customs, in place of Mr. A. Scagliotti whose appointment to this port is cancelled.

##### WIND AND WEATHER.

Amoy has had a very trying time this summer with the heat, which has during the last few days been most oppressive and uncomfortable. An exodus has naturally followed, and whoever could possibly get away has done so in search of cooler climes. Kulangsu near Foochow seems to have been given a decided preference to Japan, probably owing to the fact that this sanatorium is so near at hand.

The weather looked very threatening during the last two days, and a typhoon has been expected. Yesterday most of the steamers in port left their anchorages to go out into the outer harbour where there is more room and safety. All the native craft have left the port and made themselves very snug in the various creeks round about. A very heavy blow occurred last night, but about 2 a.m. the wind died away, and things have again resumed their normal appearance. The seafarers in port predict another heavy blow within the next 24 hours, but like all weather prophets, it is hoped they will be mistaken.

##### A REFUTATION.

Your contemporary, the *S. C. Morning Post*, in its issue of the 17th July, publishes some particulars of the recent outrage at Tung-an, and also mentions some particulars—the result of an interview with Mr. Forbes Eddie who was one of the victims. There is one passage in the above article which I wish to refute. The *Post* mentions "He desired us to state the *Morning Post* reports were the only reliable accounts of the affair, as they gave the true details."

Now, I wish to mention that the account I sent you re the above outrage, and which was published in the *Telegraph* on the 19th June, was and is every respect a perfectly reliable and true account of what happened at Tung-an, that is if Mr. Eddie's own version of the affair is reliable and to be depended on. On Mr. Eddie's return from Tung-an, I interviewed him, and got the particulars as published by the *Telegraph* from him, in the presence of two others. I took verbatim notes of Mr. Eddie's remarks, and asked him if he objected to these particulars being published. Mr. Eddie not only assented but mentioned that he had given me a full account of what occurred and that this account, if published, would be the only true and reliable one of what really happened at Tung-an. I also mentioned in the account the *Telegraph* published that the details given were the results of an interview with Mr. Eddie, so it would seem in the face of what the *Post* says about the matter that Mr. Eddie himself is responsible for his utterances and whether these can now be credited or not remains to be seen. In addition to this Mr. Eddie has on more than one occasion expressed his opinions in the presence of a good many, to the effect that the *Telegraph* articles on the Tung-an affair were the true accounts inasmuch as he had dictated them himself. Further comment is unnecessary. A few other inaccuracies in the *Post*'s account of the 17th instant are to be deplored. In the first place Mr. Eddie did not lose 75 lbs. in weight in consequence of the attack on him at Tung-an. That he did lose weight there is no gainsaying, but nothing like what the *Post* mentions. Any of Mr. Eddie's friends will vouch that he never scaled 75 lbs. in addition to his present weight—even in the best of health.

As for Mr. Eddie having a leg now 1 inch shorter than the other, this shrinkage must have developed since he left Amoy, as his legs were normal whilst here. My reasons for writing this refutation of the *Post*'s account are that a number of Amoy residents object to credence being given to reports which are not only exaggerated but leave out a good bit of the elements of truth.

"SPEAK UP, gentlemen," said his Honour Mr. A. G. Wise, Pulse Judge, presiding in the Summary Court this morning, "I don't know whether I am going deaf, or whether it is the wind, the noise inside, and the noise in the street outside, or all combined, but I can't hear you," and then the voices were raised to concert pitch.

#### THE ADMINISTRATION OF KWANTUNG.

##### ENORMOUS INCREASE OF EXPENSES.

The expenditure for the civil administration of Kwantung, which amounted to £4,000,000 for the present fiscal year, is expected to largely increase next year in consequence of the amalgamation of the official organisation of the Administration Bureau, consequent upon a slight increase in the value of business. A subsidy of £500,000 which is now granted out of the national Treasury will be doubled next year. The expenditure upon public works will also greatly increase, as the improvement of agricultural experimental stations are projected, in addition to waterworks and the improvement of roads. It is expected that the estimate of the total expenditure for next year will exceed £4,000,000.

The Civil Administration Bureau of Kwantung is pushing forward preparations for the opening of the district to foreign trade, which is expected to take place on September 1st next, as the military arrangements in the district cannot be terminated before that date.

#### COMMERCIAL.

##### HONGKONG AND WHAMPoa DOCK CO., LTD.

##### DIVIDEND DECLARED.

23rd inst.

The Secretary of the Hongkong and Whampoa Dock Co., Ltd., informs us that, subject to audit, the directors of the Hongkong and Whampoa Dock Company, Limited, will recommend at the forthcoming meeting a dividend of 1½% = \$60 per share, write off about \$50,000, and carry forward about \$393,000.

##### YARN MARKET.

In their report dated 13th instant, Messrs. Phirozha B. Peil and Co. write:—In one of our previous circulars we had given expression to an optimistic view of our Yarn market, which unfortunately proved premature at the time, but on the principle of action and reaction, we are to-day again in a position to report recurring signs of the same optimism and the long continued depression and stagnation have given place to liveliness and activity, and it is with feelings of genuine pleasure and relief that we have to put out record a revival all along the line, be it Bombay or Hongkong or Shanghai. Bombay is favoured with a timely monsoon and is again brisk and a good business is reported on the strength of encouraging news from Hongkong where the market during the first part of the fortnight under review ruled steady at last mail's prices. Importers steadily met purchasers and put through a very considerable lot both for spot and forward deliveries. Confidence, having been restored, importers again came forward and made purchases at current rates in the hope of profiting when prices improved, or of making themselves when prices improved, or of making an average on their previous high priced settlements. Inspired by the wise saying—Once bitten twice shy—Compradores are quite wary as to the Chinese Hongkong they are not so much as to buy at a loss, and they keep aloof from doubtful operators. During the close of the fortnight an improvement of dollars one to two per bale is noticeable in the best and selected threads.

Shanghai too, has the same rosy picture to present. There the past fortnight has been marked by a large volume of business, larger than Hongkong in quantity, though lower than Hongkong in price, but clearances are brisk. Merchants are still sceptical as to what extent credence should be placed on the recent Japanese announcement to open Manchuria to foreign trade from the first of September next. Japanese dealers in Newchau and Dalny are still fresh in the minds of foreign merchants. Until now Japanese merchants have been accorded good footing in Manchuria, and their prior settlement will be to no small detriment of the other foreign merchants. All the same, if once Manchuria is opened on equal footing to all, then will be greater and wider field of business and sufficient scope for all. This is no doubt very happy news for dealers in yarn, for it will in time to come naturally relieve local holders of their heavy stock and signs of such improvement are perceptible from now.

No. 20.—A good business reported in this count at an advance of \$1 per bale.

No. 16.—A satisfactory business done in this count at last mail's prices.</